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# SAN FRANCISCO PORT COMMISSION

Doreen Woo Ho, President  
Kimberly Brandon, Vice President  
Willie Adams, Commissioner  
Leslie Katz, Commissioner  
Mel Murphy, Commissioner

Monique Moyer, Executive Director  
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Amy Quesada, Commission Secretary  
Phone: 415-274-0406; Fax 415-274-0412

## **AGENDA** **TUESDAY, JULY 9, 2013** **1:30 CLOSED SESSION** **3:15 P.M. OPEN SESSION**

### **PORT COMMISSION HEARING ROOM, SECOND FLOOR FERRY BUILDING, SAN FRANCISCO CA 94111**

*The Port Commission Agenda as well as Staff Reports/Explanatory Documents available to the public and provided to the Port Commission are posted on the Port's Website at [www.sfport.com](http://www.sfport.com). The agenda packet is also available at the Pier 1 Reception Desk. If any materials related to an item on this agenda have been distributed to the Port Commission after distribution of the agenda packet, those materials are available for public inspection at the Port Commission Secretary's Office located at Pier 1 during normal office hours.*

1. **CALL TO ORDER / ROLL CALL**
2. **APPROVAL OF MINUTES** – June 11, 2013
3. **PUBLIC COMMENT ON EXECUTIVE SESSION**
4. **EXECUTIVE SESSION**

GOVERNMENT  
DOCUMENTS DEPT

JUL - 9 2013

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A. Vote on whether to hold closed session.

- (1) **CONFERENCE WITH LEGAL COUNSEL REGARDING ANTICIPATED AND EXISTING LITIGATION MATTERS:**
  - a. Discuss anticipated litigation matter pursuant to California Government Code Section 54956.9(a) and San Francisco Administrative Code Section 67.10(d): (Discussion Item)

Number of Potential Cases: 1 ☒ As Defendant

Facts and Circumstances: On or about February 2012, the Port received correspondence from Vortex Marine Construction, alleging deficiencies in the Port's design and construction documents for the Pier 43 Bay Trial Link Project, Port Contract No. 2727, concerning, among other things,



(a) alleged unidentified utilities; (b) constructability of the promenade deck; and (c) Contractor's office and field expenses, alleging an entitlement to substantial compensation, which the Port disputes. These circumstances present significant exposure of potential litigation.

- b. Discuss existing litigation matter pursuant to California Government Code Section 54956.9(a) and San Francisco Administrative Code Section 67.10(d): (Discussion Item)
  - *Ferry Building Investors, LLC and Ferry Building Associates, LLC v. San Francisco Port Commission; Board of Supervisors of the City and County of San Francisco, et al.*; Superior Court of California, County of San Francisco (Case No. CPF 12-512355), filed July 20, 2012.

(2) **CONFERENCE WITH LEGAL COUNSEL AND REAL PROPERTY NEGOTIATOR** – This is specifically authorized under California Government Code Section 54956.8. \*This session is closed to any non-City/Port representative:

- a. Property: Piers 30/32 and Seawall Lot 330  
Person Negotiating: Port: Byron Rhett, Deputy Director, Planning & Development and Brad Benson, Special Projects Manager  
OEWD: Jennifer Matz  
\*Negotiating Party: Golden State Warriors and GSW Arena LLC: Rick Welts, Ellen Warner, Jesse Blout, Michael Cohen

Under Negotiations: \_\_\_\_ Price \_\_\_\_ Terms of Payment ☒ Both  
Pursuant to Resolution No. 12-61, the Port Commission awarded GSW Arena LLC an exclusive negotiation agreement for the potential lease, disposition and development of real property interests in Piers 30-32 and Seawall Lot 330. In this executive session, the Port's negotiators seek direction from the Port Commission regarding price and/or terms of payment, including rent structure, financing mechanisms and other factors affecting the form, manner and timing of payment of the consideration for the property interests. The executive session will enhance the capacity of the Port Commission during its public deliberations and actions to set the price and payment terms that are most likely to maximize the benefits to the Port, the City and the People of the State of California.

## 5. RECONVENE IN OPEN SESSION

- A. Possible report on actions taken in closed session pursuant to Government Code Section 54957.1 and San Francisco Administrative Code Section 67-12.
- B. Vote in open session on whether to disclose any or all executive session discussions pursuant to Government Code Section 54957.1 and San Francisco Administrative Code Section 67.12.





## **6. PLEDGE OF ALLEGIANCE**

## **7. ANNOUNCEMENTS**

- A. Announcement of Prohibition of Sound Producing Electronic Devices during the Meeting: Please be advised that the ringing of and use of cell phones, pagers and similar sound-producing electronic devices are prohibited at this meeting. Please be advised that the Chair may order the removal from the meeting room of any person(s) responsible for the ringing of or use of a cell phone, pager, or other similar sound-producing electronic device.
- B. Announcement of Time Allotment for Public Comments: Please be advised that a member of the public has up to three minutes to make pertinent public comments on each agenda item unless the Port Commission adopts a shorter period on any item.

## **8. PUBLIC COMMENT ON ITEMS NOT LISTED ON THE AGENDA**

Public comment is permitted on any matter within Port jurisdiction and is not limited to agenda items. Public comment on non-agenda items may be raised during Public Comment Period. A member of the public has up to three minutes to make pertinent public comments. Please fill out a speaker card and hand it to the Commission Secretary. If you have any question regarding the agenda, please contact the Commission Secretary at 274-0406. No Commission action can be taken on any matter raised during the public comment period for items not listed on the agenda other than to schedule the matter for a future agenda, refer the matter to staff for investigation or respond briefly to statements made or questions posed by members of the public. (Government Code Section 54954.2(a))

## **9. EXECUTIVE**

- A. Executive Director's Report
- Port response to BART Strike July 2013
  - Restoration of the Crab Wheel, Fisherman's Wharf Iconic Symbol
  - Design concept for the America's Cup temporary parklets, at Piers 9-15 marginal wharf and Pier 24½
  - Opening of America's Cup Sports Bar at America's Cup Park – July 4, 2013
  - Brannan Street Wharf Ribbon Cutting Ceremony – July 17, 2013 at 10:30 a.m. at The Embarcadero Promenade between Pier 30-32 and Pier 38 at Brannan Street
  - Commendation for Linda Battaglia, Executive Secretary II, on her retirement
- B. Informational presentation by the San Francisco Planning Department regarding interagency coordination with the Port of San Francisco for waterfront planning and urban design.





- C. In celebration of the Port's 150<sup>th</sup> anniversary: Informational presentation on the Port's open space system.

## **10. ENGINEERING**

- A. Informational presentation on the Brannan Street Wharf public open space project, located along The Embarcadero Promenade between Piers 30-32 and Pier 38 at Brannan Street.

## **11. PLANNING AND DEVELOPMENT**

- A. Informational presentation by San Francisco Municipal Transportation Agency on Waterfront Transportation Assessment.
- B. Request approval to enter into a Memorandum of Understanding M-15112 with the San Francisco Municipal Transportation Agency and a Fee Waiver for a 12-month period under a 24-month License to Use Property Number 15684 with Alta Bike Share, the regional bike share program operator for Port waterfront locations for the purpose of operating a Bike Share Pilot Program. (Resolution No. 13-26)

## **12. REAL ESTATE**

- A. Request approval of Retail Lease No. L-15255 between the Port of San Francisco and East Street San Francisco, a Limited Liability Company for a term of fifteen (15) years, with one (1) five-year renewal option for the development and the operation of the restaurant site located at 295 Terry Francois Boulevard, subject to the Board of Supervisors' approval. (Resolution No. 13-27)

## **13. NEW BUSINESS**

## **14. ADJOURNMENT**

Adjourn the meeting in memory of former San Francisco Board of Supervisor Willie B. Kennedy



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**FORWARD CALENDAR  
(TARGETED COMMISSION MEETING, SUBJECT TO CHANGE)**

**AUGUST 13, 2013**

	<b>FACILITY/POLICY</b>	<b>ITEM</b>	<b>TITLE</b>
1	Fisherman's Wharf	Informational	In celebration of the Port's 150 <sup>th</sup> Anniversary: Presentation on Commercial Fishing and Fish Processing Business at the Port of San Francisco
2	Pier 70	Informational	Presentation on the Pier 70 Crane Cove Park Master Plan, Phasing Plan and Cost Estimate
3	Portwide	Informational	Presentation on the Port of San Francisco's Leasing Practices
4	Pier 38	Informational	Presentation by (1) San Francisco Pacific Waterfront Partners III, LLC and 2) TMG Pier 38 Partners, LLC, a joint venture partnership consisting of TMG Partners and Premier Structures, the respondents to the Request for Proposals for the Pier 38 Bulkhead Rehabilitation project, located at Delancey Street and The Embarcadero
5	Portwide	Action	Authorization to award Construction Contract No. 2761, Blue Greenway Signage Project
6	Portwide	Action	Accept the Port's Report on Contracting Activities for Fiscal Year 2012-13 (July 1, 2012 through June 30, 2013)
7	Piers 27-29	Action	Request approval of Memorandum of Understanding between the Port and the America's Cup Organizing Committee regarding the Pilot Donor Recognition Program for the Port of San Francisco at Piers 27-29
8	Portwide	Action	Authorization to enter into a contract with the San Francisco Conservation Corps (SFCC) for the Port's Youth Employment Program in the total amount of \$1,060,000, subject to annual funding appropriation of \$265,000, with a two year term and an option to extend the term for an additional two years

**SEPTEMBER 10, 2013**

	<b>FACILITY/POLICY</b>	<b>ITEM</b>	<b>TITLE</b>
1	Pier 27	Informational	Presentation by Port's cruise consultant describing business models for comparable North American cruise terminals



2	Fisherman's Wharf	Action	Approval of an amendment to the Street Performer Program for the Fisherman's Wharf area
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#### SEPTEMBER 24, 2013

	FACILITY/POLICY	ITEM	TITLE
1	Pier 27	Action	Approval of the James R. Herman Cruise Terminal Management Agreement with the highest ranked management team
2	Portwide	Action	Authorization to award the contract for As-Needed Environmental and related Professional Services for three contracts at \$1 million each, totaling \$3 million
3	Portwide	Action	Approval to revise the existing Board Resolution of Intention to form the Port Infrastructure Financing District and Designation of Project Areas

#### OCTOBER 8, 2013

	FACILITY/POLICY	ITEM	TITLE
1	Seawall Lot 337	Informational	Update on the mixed-use development project for Seawall Lot 337 and Pier 48 bounded by China Basin Channel, Third Street, Mission Rock Street, and San Francisco Bay and adjacent to AT&T Park

#### OCTOBER 22, 2013

	FACILITY/POLICY	ITEM	TITLE
1	Pier 70	Informational	Update on the mixed-use development project for the Pier 70 Waterfront Site, bordered generally by 20 <sup>th</sup> Street, Michigan Street, 22 <sup>nd</sup> Street and the San Francisco Bay

#### DATE TO BE DETERMINED

	FACILITY/POLICY	ITEM	TITLE
1	South Beach	Action	Port Commission's consideration of agreements between the Port Commission and the Successor Agency to mutually terminate 13 ground leases in the South Beach project area



			and set business terms for the transfer of the South Beach Harbor Program
2	Portwide	Action	Approval to award the Hazardous Waste contract

**COMMUNICATIONS TO PORT COMMISSION**  
**From June 7 to July 3, 2013**

- From Dennis MacKenzie, Round the Diamond, regarding Golden State Warriors' Piers 30-32 Project
- From Port staff, regarding update on Cruise Ship Discharge Report Program
- From Port staff, regarding Ratings Action and Press Release from Standard and Poor's on the Port of San Francisco's Revenue Bonds





**AUGUST/SEPTEMBER 2013  
CALENDAR OF UPCOMING PORT MEETINGS – OPEN TO THE PUBLIC**

DATE	TIME	GROUP	LOCATION
Aug. 13	2:00 PM Closed Session	Port Commission	Port Commission Hearing Room at the Ferry Building
	3:15 PM Open Session	Port Commission	Port Commission Hearing Room at the Ferry Building
Sept. 10	2:00 PM Closed Session	Port Commission	Port Commission Hearing Room at the Ferry Building
	3:15 PM Open Session	Port Commission	Port Commission Hearing Room at the Ferry Building
Sept. 24	2:00 PM Closed Session	Port Commission	Port Commission Hearing Room at the Ferry Building
	3:15 PM Open Session	Port Commission	Port Commission Hearing Room at the Ferry Building

**NOTES:**

The San Francisco Port Commission meets regularly on the second and fourth Tuesday of the month at 3:15 p.m., unless otherwise noticed. The Commission Agenda and staff reports are posted on the Port's Website @ [www.sfport.com](http://www.sfport.com). The Port Commission meetings can be viewed online at [http://sanfrancisco.granicus.com/ViewPublisher.php?view\\_id=92](http://sanfrancisco.granicus.com/ViewPublisher.php?view_id=92). The Port Commission meetings are also broadcasted on the 2nd & 4th Thursday of the month at 9 p.m. on Comcast Cable Channel 26 or Astound Cable Channel 78 (formerly RCN Cable). Contact Amy Quesada at 274-0406 or [amy.quesada@sfport.com](mailto:amy.quesada@sfport.com)

The Fisherman's Wharf Waterfront Advisory Group (FWWAG) meets regularly on a bi-monthly basis, on the third Tuesday of the month. The regular meeting time and place is 9:00 a.m. at Scoma's Restaurant, Pier 47 at Fisherman's Wharf. Contact Rip Malloy @ 274-0267 or [rip.malloy@sfport.com](mailto:rip.malloy@sfport.com)

The Maritime Commerce Advisory Committee (MCAC) meets every other month, on the third Thursday of the month, from 11:30 a.m. to 1:00 p.m. @ Pier 1. Contact Jim Maloney @ 274-0519 or [jim.maloney@sfport.com](mailto:jim.maloney@sfport.com)

The Mission Bay Citizens Advisory Committee meets on the second Thursday of the month at 5:00 p.m. in the Creek Room at Mission Creek Senior Building located at 225 Berry Street in San Francisco (along the Promenade just beyond the library.) Contact Catherine Reilly at the former Redevelopment Agency @ 749-2516 or [catherine.reilly@sfgov.org](mailto:catherine.reilly@sfgov.org)

The Northeast Waterfront Advisory Group (NEWAG) meets regularly on a bi-monthly basis on the first Wednesday of the month from 5:00 p.m. to 7:00 p.m. in the Bayside Conference Room @ Pier 1. Contact Jonathan Stern @ 274-0545 or [jonathan.stern@sfport.com](mailto:jonathan.stern@sfport.com)

The Central Waterfront Advisory Group (CWAG) meets monthly on an as-needed basis, generally on the third Wednesday of the month from 5 to 7 p.m. in the Bayside Conference Room at Pier 1. Contact Mark Paez @ 705-8674 or [mark.paez@sfport.com](mailto:mark.paez@sfport.com)

The Southern Waterfront Advisory Committee (SWAC) meets every last Wednesday of the month from 6:15 to 8:15 p.m. Location to be determined. Contact David Beaupre @ 274-0539 or [david.beaupre@sfport.com](mailto:david.beaupre@sfport.com)

The Waterfront Design Advisory Committee (WDAC) meets jointly with the Design Review Board of the Bay Conservation and Development Commission on the first Monday of the month at BCDC, 50 California Street, Rm. 2600, at 6:30 p.m. The Committee meets as needed on the fourth Monday of the month at 6:30 p.m. in the Bayside Conf. Rm. @ Pier 1. Contact Dan Hodapp @ 274-0625 or [dan.hodapp@sfport.com](mailto:dan.hodapp@sfport.com)



## **ACCESSIBLE MEETING INFORMATION POLICY**

### **FERRY BUILDING:**

The Port Commission Hearing Room is located on the second floor of the Ferry Building. The main public entrance is from the west (Embarcadero) side and is served by a bank of elevators adjacent to the historic staircase. Accessible public restrooms are on the first floor at the northeast end of the building as well as on the second floor across the lobby from the Port Commission Hearing Room. The main path of travel to the Port Commission Hearing Room is equipped with remote infrared signage (Talking Signs). The Port Commission Hearing Room is wheelchair accessible. Accessible seating for persons with disabilities (including those using wheelchairs) is available. The closest accessible BART and MUNI Metro station is Embarcadero located at Market & Spear Streets. Accessible MUNI lines serving the Ferry Building area are the F-Line, 9, 31, 32 and 71. For more information about MUNI accessible services, call (415) 923-6142. The nearest accessible parking is provided in the following off-street pay lots: 3 spaces in the surface lot on the west side of the Embarcadero at Washington Street.

Hourly and valet parking is available in the Pier 3 lot. This lot is accessed through the Pier 3 bulkhead building entrance on the east side of the Embarcadero. This lot is located on the pier deck; adjacent to the ferry boat Santa Rosa. Additional covered accessible off-street pay parking is available in the Golden Gateway Garage, which is bounded by Washington, Clay, Drumm and Battery Streets. Entrance is on Clay St. between Battery and Front Streets. There is no high-top van parking. Metered street parking is available on the Embarcadero, Washington, Folsom & Drumm Streets.

In order to assist the City's efforts to accommodate persons with severe allergies, environmental illness, multiple chemical sensitivity or related disabilities, attendees at public meetings are reminded that other attendees may be sensitive to various chemical based products. Please help the City to accommodate these individuals.

A sign language interpreter and alternative format copies of meeting agendas and other materials can be provided upon request made at least 72 hours in advance of any scheduled meeting. Contact Wendy Proctor, Port's ADA Coordinator, at 274-0592, the Port's TTY number is (415) 274-0587.

### **Know Your Rights Under the Sunshine Ordinance:**

Government's duty is to serve the public, reaching its decisions in full view of the public. Commissions, boards, councils and other agencies of the City and County exist to conduct the people's business. This ordinance assures that deliberations are conducted before the people and that City operations are open to the people's review. For more information on your rights under the Sunshine Ordinance (Sections 67.1 et seq. of the San Francisco Administrative Code) or to report a violation of the ordinance, contact Chris Rustom by mail: Sunshine Ordinance Task Force, 1 Dr. Carlton B. Goodlett Place, Room 244, San Francisco CA 94102-4689; by phone at (415) 554-7724; by fax at (415) 554-7854 or by email at [sof@sfgov.org](mailto:sof@sfgov.org). Citizens interested in obtaining a free copy of the Sunshine Ordinance can request a copy from Mr. Rustom or by printing Sections 67.1 et seq. of the San Francisco Administrative Code on the Internet, at <http://www.sfgov.org/sunshine>.

## **NOTICES**

### **Prohibition of Ringing of Sound Producing Devices:**

The ringing of and use of cell phones, pagers, and similar sound-producing electronic devices are prohibited at this meeting. Please be advised that the Chair may order the removal from the meeting room of any person(s) responsible for the ringing or use of a cell phone, pager, or other similar sound-producing electronic device.

### **Lobbyist Registration and Reporting Requirements:**

Individuals and entities that influence or attempt to influence local legislative or administrative action may be required by the San Francisco Lobbyist Ordinance (SF Campaign & Government Conduct Code Sections §2.100 – 2.160) to register and report lobbying activity. For more information about the Lobbyist Ordinance, please contact the San Francisco Ethics Commission at 30 Van Ness, Suite 3900, San Francisco, CA 94102, phone (415) 581-2300 or fax (415) 581-2317; web site: [www.sfgov.org/ethics](http://www.sfgov.org/ethics).






## MEMORANDUM

July 3, 2013

**TO:** MEMBERS, PORT COMMISSION  
Hon. Doreen Woo Ho, President  
Hon. Kimberly Brandon, Vice President  
Hon. Willie Adams  
Hon. Leslie Katz  
Hon. Mel Murphy

**FROM:** Monique A. Moyer   
Executive Director

**SUBJECT:** Informational presentation by the San Francisco Planning Department regarding interagency coordination with the Port of San Francisco for waterfront planning and urban design

**DIRECTOR'S RECOMMENDATION:** Information Only; No Action Required

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### Summary

Over the past 10 years, there has been a transformation of the Port of San Francisco waterfront, as envisioned by numerous planning processes described below. The relocation of the San Francisco Giants to the waterfront at AT&T Ballpark, the historic rehabilitation of Piers 1 to 5 and the Ferry Building, The Exploratorium at Pier 15 and resurgence of ferries through the Downtown Ferry Terminal spawned significant new public and private investments that have attracted San Franciscans and visitors from the region and the world to the San Francisco waterfront. These projects have been extremely successful, well-received by both San Franciscans and visitors alike. As intended by numerous planners and policy-makers, these projects have enhanced the waterfront, softened the edge between the adjacent City neighborhoods and the Bay and have generated needed revenues for operations, beautification and repair of key components of the Port's portfolio.

These improvements are the products of highly coordinated planning by the Port, the San Francisco Planning Commission and staff, and the San Francisco Bay Conservation and Development Commission (BCDC). These three key public agencies establish local land use, public access and urban design policies for Port property, stretching from Fisherman's Wharf at the north, to Bayview Hunters Point to the south. In addition, the California State Lands Commission maintains oversight of the Port's land management practices to ensure they are consistent with the Public Trust Doctrine

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and public trust responsibilities set forth in the Burton Act, the legislative grant that allowed transfer of waterfront lands to the City and County of San Francisco and its Port Commission. The Port and the Planning Department are also assisted by the Office of Economic and Workforce Development (OEWD) which coordinates, manages, and implements complex public/private development projects as well as shepherding other priority developments that provide public and economic benefits.

The Port is fortunate to have several large development programs underway at the same time: Seawall Lot 351, Seawall Lot 337 & Pier 48, Pier 70 and Piers 30-32 and Seawall Lot 330. Consistent with the prior successful Port development projects, these projects<sup>1</sup> were also born out of robust and coordinated planning processes led by the Port, the Planning Department, OEWD and BCDC. This staff report focuses on the plans and policies of, and ongoing coordination between the Port and Planning Department. These efforts establish a consistent and sound foundation for the waterfront development and improvement projects that are currently proposed and under public review, which build upon other waterfront accomplishments since 2000.

At the July 9, 2013 Port Commission meeting, John Rahaim, Director of the San Francisco Planning Department, will present perspectives about the changes underway along the waterfront, and broader City policy and urban design initiatives that have been adopted or proposed in recent years that set the context for new projects along the Port of San Francisco waterfront. Mr. Rahaim will discuss the pathway of land use planning that has given birth to these projects. Together with continued collaboration among the Port and other City agencies, the Planning Department's assessment of these land use, transportation and urban design needs and opportunities will provide the direction and guidance for further improvements along the waterfront and will continue to be areas of future coordination,

### **Waterfront Planning History**

There is a long history of City planning efforts for the waterfront, which set the stage for the Port's Waterfront Land Use Plan. From the mid-1800s, the history and development of the Port as the economic engine for the creation and growth of San Francisco drove the land use and planned development of the City. Over time, the City has matured and evolved in response to economic and technological changes that eventually led to the conversion of many industrial lands to commercial and mixed uses. As a public trust grantee authorized by the State Legislature under the Burton Act, the Port must uphold its fiduciary and land management responsibilities to comply with the Public Trust Doctrine. Increasingly, this work requires a close coordination and collaboration with the City, particularly the San Francisco Planning Department, to ensure waterfront improvements meet the Burton Act as well as enhance the City at large.

The Port maintains its traditional core responsibility to ensure that the land and operational requirements of its diverse maritime industries and businesses are met.

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<sup>1</sup> Joint planning for Seawall Lot 351 was led by the Port and the San Francisco Planning Department; neither BCDC nor OEWD was involved in this effort.



These unique maritime responsibilities must continue in a larger city context where City land use plans over the last 40 years have gradually converted upland rail yards, warehouses and industrial lands for the expansion of downtown San Francisco, new business districts, and mixed use commercial-residential neighborhoods along the waterfront.

Since the 1970s and 1980s, the Planning Department has led planning studies including the participation of BCDC and the San Francisco Redevelopment Agency that focused on the northeastern waterfront area, including Port of San Francisco piers and property. These planning studies led to City actions for upland development to create the Embarcadero Center, office conversions and historic preservation in the Northeast Waterfront City Historic District between Broadway and Lombard Street, and conversion of industrial lands to a mix of residential and commercial uses and a recreational marina in the *Rincon Point-South Beach Redevelopment Plan*. These public planning efforts also included a new vision for The Embarcadero as an urban boulevard, opened up by the removal of the Embarcadero Freeway.

Against this backdrop, questions grew about the future development and disposition of Port of San Francisco properties. In 1990, San Francisco voters approved Proposition H, which required the Port to develop a Waterfront Land Use Plan for its piers, with maximum public participation and first priority consideration to meet the diverse needs of the maritime industry. In 1991, the Port Commission created the Waterfront Plan Advisory Board with appointees from then Mayor Art Agnos, Board of Supervisors and Port Commission to recommend a plan pursuant to Proposition H, and directed that this work include all Port-owned properties, including inland seawall lots. After a comprehensive six-year Advisory Board-led process, the Port Commission approved the *Waterfront Land Use Plan* (or *Waterfront Plan*) in 1997.

The vision of the *Waterfront Land Use Plan* is to reunite San Francisco with its waterfront. The Port Commission affirmed the Waterfront Plan Advisory Board's view that the color, character and urbanity of San Francisco should be drawn out to the water's edge, in a manner that also ensured respect and priority for its maritime history and industries. In so doing, the *Waterfront Plan's* vision would be realized, to become a public and unique experience that draws people to the edge of San Francisco Bay. As such, the *Waterfront Plan* promotes a diverse array of maritime, public, recreational and commercial uses that reflect the eclectic urban character of the city at large, protects the integrity of maritime industry, and creates features and amenities that reflect the variety of upland neighborhoods and districts along the Port's seven and one-half mile waterfront. The *Waterfront Design & Access Element* of the *Waterfront Plan* sets forth the framework of the Port's open space system which provides a cohesive network of parks and public access connections, and relationships between different waterfront developments. In addition, the Port's collection of historic resources, such as reflected in the Embarcadero Waterfront National Register Historic District, provides another layer that contributes to a strong urban design context for new waterfront developments.

Development of the *Waterfront Plan* enabled the Planning Department and BCDC to review and consider updates and amendments to their respective plans. In 1998, the



Planning Commission and Board of Supervisors approved amendments to the General Plan, Zoning Map and Planning Code to align Port and City land use policies. This included creation of special use districts and a Waterfront Design Advisory Committee (WDAC) to integrate waterfront and city urban design perspectives in the review of Port development projects. Similarly, the Port and BCDC worked together through a public process to amend BCDC's *San Francisco Waterfront Special Area Plan*, with further amendments to the Waterfront Plan in 2000, between Pier 35 and China Basin Channel. This included provisions that have led to creating a joint project design process by the WDAC and BCDC's Design Review Board that provides coordinated review of Port projects.

## **City Plans**

Waterfront cities around the world are reevaluating and planning how they should relate to the water, and how improvements on or near the shoreline should occur. San Francisco is no different. In the past 10 years, the Planning Department and Port have collaborated on many fronts, to inform and coordinate the land use and policy planning of both agencies. These efforts also have included the participation of other City departments, including the San Francisco Municipal Transportation Agency (MTA), Public Utilities Commission, and former Redevelopment Agency. Below is a summary overview of these efforts:

*Eastern Neighborhoods Plan and Rezoning.* From 2002, the Planning Department led a comprehensive effort to evaluate changing land use needs for the area extending from the Mission District east to the Central Waterfront south of Mission Bay, down to Islais Creek, just north of Bayview Hunters Point. The Plan defines modern-day industrial uses that are protected and encouraged, while directing locations and conditions under which new housing can be developed. The policies include provisions for the creation of new public open space and amenities to support neighborhood identity and character. The *Eastern Neighborhoods Plan* for the Central Waterfront promotes the protection of maritime industry, particularly ship repair dry dock operations, and historic rehabilitation of the Union Iron Works and Bethlehem Steel historic resources along 20<sup>th</sup> Street, as well as calls for creation of a major waterfront open space at Pier 70.

The Port participated in the Eastern Neighborhoods planning process, which gave rise to its own three year process to develop the *Pier 70 Preferred Master Plan* in 2010. Planning Department staff coordinated with the Port on issues that crossed between both agencies: preservation, land use, and transportation policy and improvements. The Pier 70 Plan builds upon the framework of the *Eastern Neighborhood Plan* with more detailed site, historic resource and development feasibility analyses. This work provided the basis for the Port's solicitation processes to select Orton Development Inc. to rehabilitate the Bethlehem Steel and Union Iron Works historic resources on 20<sup>th</sup> Street, and Forest City for adaptive development of the 28-acre Pier 70 Waterfront Site. In addition, to respond to the open space priorities of both plans, the Port has since conducted a public process to produce a master park plan for Crane Cove Park, an eight acre waterfront park located along Illinois Street, between Mariposa and 19<sup>th</sup> Streets. Crane Cove Park will be designed to respect Pier 70's important historic



context, improve the waterfront edge for recreational water access, and provide plaza and green areas to serve visitors as well as residents and workers in Dogpatch and Potrero Hill.

The integrated public planning efforts built public support that secured San Francisco voter approval of Proposition D in 2008, which provides for Board review and approval of a Pier 70 plan that includes new public financing tools needed for public benefits.

Mission Bay and Seawall Lot (SWL) 337. Leading into 2007, the Port worked with the San Francisco Planning Department and the former Redevelopment Agency for over a year in public workshops to define public open space, neighborhood and land use priorities for SWL 337, located at the northeast corner of the *Mission Bay South Redevelopment Plan*. This 14 acre site had been excluded from the Mission Bay Redevelopment Plan, despite its position as the gateway location to Mission Bay and the southern waterfront. Citizens wanted a major public park at the north end of the site, and a scale and mix of development that provided an architectural highlight including slender tower structures properly sited and integrated into Mission Bay. The planning process was integrated with a developer solicitation process that required public presentations and interviews by a jury of experts and public officials, including Director John Rahaim representing the Planning Department, along with environmental and neighborhood stakeholders. The Mission Rock development team was selected through this process, with a strong proposal that led to a development term sheet that was approved unanimously by the Port Commission and Board of Supervisors this past spring.

The Mission Rock and Forest City development teams each are conducting community outreach efforts to inform the concept designs for their respective projects that will undergo the environmental review process under the California Environmental Quality Act (CEQA) and the entitlement approvals process. Both projects will require planning and zoning changes. The Port and Planning Department have an interdepartmental work order in place to provide funding for continued Planning Department review and analysis of urban design, site and development planning, and a framework for amending zoning and planning controls for these projects. The environmental review, urban design, zoning and project design processes all include public meetings and public comment opportunities.

Blue Greenway Open Space Planning. The Planning Department participated as part of the City effort led by the Port to develop and define the creation of the Blue Greenway open space network, which articulates waterfront open spaces and connections in southeast San Francisco, from China Basin to the southern city limit. The Blue Greenway promotes and strengthens the San Francisco Bay Trail and connections into upland neighborhoods, extending through Port, former Redevelopment Agency, San Francisco Recreation and Park, and State Park lands. The Blue Greenway is a new element of the City's Eastern Shoreline Open Space policies recognized in the *San Francisco General Plan*.





Jefferson Street and Public Realm Improvements. On June 20, 2013, the City cut the ribbon on improvements to Jefferson Street in the heart of Fisherman's Wharf that were led by the Planning Department, in close coordination with the Port, Department of Public Works, MTA and Fisherman's Wharf Community Benefit District and community stakeholders. This exciting community achievement was informed by previous work by the Port, BCDC and the Planning Department to develop a vision for how streets and open spaces could be improved and integrated to enhance public access and business vitality of the entire district. The pedestrian, landscaping and shared bicycle and street improvements reflect the Planning Department's view that public streets and rights-of-ways constitute a significant amount of the City's public space that should be improved to promote shared transportation modes and incorporate landscaping that promotes interactions within neighborhoods that enrich the urban environment. The success and enthusiasm around this first phase of improvements lays the foundation for Planning Department involvement in the next phase to improve the rest of Jefferson Street.

Piers 30-32 and Seawall Lot 330. The Waterfront Land Use Plan and San Francisco General Plan recognize Piers 30-32 and adjacent SWL 330 as mixed use development sites that follow the same path as the conversion of former industrial areas to create the South Beach and Rincon Hill neighborhoods. With the transformation of these areas, the Port and City land use plans promote major new open space and destinations that attract visitors from the region and the State, as well as San Franciscans. Shoreline open space improvements have received first priority through the construction of Brannan Street Wharf which will be completed in time for the 34<sup>th</sup> America's Cup events this summer. The Waterfront Plan and General Plan policies call for the coordinated development of Piers 30-32 with Brannan Street Wharf, and recognize the opportunity to introduce new distinctive architecture in this location, and a generous amount of additional waterfront open space on the pier.

It is within this planning framework that the Golden State Warriors Multipurpose Venue Project is proposed. As was the case for AT&T Ballpark, planning amendments will be needed to respond to the physical requirements of an arena and multi-use facility. The Piers 30-32 Citizen Advisory Committee and public process now underway provide the forum for discussion and debate of the public concerns, and the Planning Department is working closely with the Port to provide information and support that process, and to take the lead on evaluating the project's urban design strategy and approach, and the associated planning and zoning amendment requirements. The Piers 30-32 Multipurpose Project (but not the Seawall Lot 330 portion of the project) will be subject to review by the BCDC Design Review Board.

### **Lessons Learned**

These extended planning efforts have taught City staff the following valuable lessons which continue to guide Port development efforts:

- Sustained public engagement throughout the development process is required to gain the consensus needed to obtain local, regional and state approvals for Port projects;



- Early consultation with BCDC and the State Lands Commission is critical to ensure that proposed projects further the purposes of the public trust and are consistent with adopted plans and policies;
- A fair public process for selecting major tenants and development partners engenders a level of trust that carries through to the final approval process;
- Projects in Port finger piers should promote both maritime use of the pier aprons and public access whenever feasible;
- The public increasingly enjoys The Embarcadero as a destination for work and play, and welcomes responsible development that continues to knit together the City and the waterfront; and
- The right mix of uses and excellent urban design provide a seamless connection between the water and the adjacent neighborhoods, and provide gracious public access to the water for city residents, as envisioned by the Waterfront Land Use Plan.

## **Conclusion**

Since the removal of the Embarcadero Freeway and recasting of The Embarcadero as a grand landscaped boulevard, and the variety of projects that have emerged over the last 13 years, the Port of San Francisco waterfront has become a public gathering place integrated with the rest of the City and fulfilling the primary goal of the Port's Waterfront Land Use Plan. The Port is grateful to the assistance of its sister departments, such as the Planning Department, Municipal Transportation Agency, Public Utilities Commission, Department of Public Works and Office of Economic and Workforce Development, as well as BCDC and the State Lands Commission and the hundreds of engaged San Franciscans who have participated in the Port's planning and development efforts.

These efforts have been tremendously successful and have brought value not just to the Port and the City's east side, but to the region as a whole. As a vital urban center, San Francisco will continue to evolve and thus so will its relationship to the waterfront. Fortunately, as summarized above, San Francisco has a well-established history of planning for future development and innovation along the Port waterfront, and adjacent upland districts outside the Port's jurisdiction.

Through the *Waterfront Land Use Plan* process and implementation thereof, coordination between the Port, BCDC, and the Planning Department has been improved and strengthened to yield policies that are aligned across all three agencies. This provides a solid land use and design foundation for future projects which, together with other partnerships with the Municipal Transportation Agency, Department of Public Works, Public Utilities Commission, Office of Economic and Workforce Development and other City family agencies, has generated collaborative and creative solutions to



address associated transportation, environmental and economic requirements. This early engagement within the City agency family, in concert with the public processes that maintain ongoing dialog and exchange with citizens and the interested public, best ensures that new development and improvement projects will continue to advance positive and exciting improvements along the waterfront. The Port and its sister City partners and regulatory agencies are committed to continuing this coordination on an ongoing basis for the benefit of all.

As the City's lead agency for managing land use, development and urban design changes and emerging opportunities, the Planning Department and the Planning Commission will continue to play an essential role in current and future projects to improve the Port waterfront, .

Prepared by: Diane Oshima, Assistant Deputy Director  
Waterfront Planning

For: Byron Rhett, Deputy Director  
Planning & Development







## MEMORANDUM

July 3, 2013

**TO:** MEMBERS, PORT COMMISSION  
Hon. Doreen Woo Ho, President  
Hon. Kimberly Brandon, Vice President  
Hon. Willie Adams  
Hon. Leslie Katz  
Hon. Mel Murphy

**FROM:** Monique Moyer *M. Moyer*  
Executive Director

**SUBJECT:** In Celebration of the Port's 150<sup>th</sup> Anniversary: Informational presentation  
on Port Waterfront Open Spaces

**DIRECTOR'S RECOMMENDATION:** Informational Only – No Action Required

### Executive Summary

On April 24, 2013, the Port of San Francisco marked 150 years since its founding by Legislative action of the State of California. As part of the Port's year-long celebration, at one Port Commission meeting per month, staff will make a presentation highlighting a unique aspect of the many public benefits and contributions the Port makes to San Francisco and the Bay region. This presentation will showcase the Port's open space system.

One of San Francisco's greatest attributes is that it is surrounded on three sides by either the Pacific Ocean or San Francisco Bay, and, uniquely, most of the waterfront shoreline is publicly owned. The Port of San Francisco owns and manages the seven and a half mile Bay waterfront from Fisherman's Wharf to India Basin in the Bayview Hunters Point neighborhood.

Adoption of the Waterfront Land Use Plan in 1997 provided the Port with a blueprint to become one of the most public waterfronts in the world. Since the Plan was put in place, one of the most significant changes to San Francisco has been the addition of the Port of San Francisco's extensive collection of parks and public spaces. New Port of San Francisco open space since 2000 include Harry Bridges Plaza in front of the Ferry Building, extensive public space around the Ferry Building, the 637 foot Pier 14

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public access pier which opened in 2006, the 2 acre Rincon Park which opened in 2004, South Beach Park was expanded, the 2 acre China Basin Park was added in 2001, Heron's Head Park was expanded by one acre at its entrance in 2012, the Pier 43 Promenade was opened in 2012, and recently the Jefferson Street Public Realm opened. The Port's open spaces have become a primary reason for visiting the waterfront, have made the Port's major commercial destinations more attractive, and have become a model for other cities in the United States and around the world.

Providing open space at or over the water is expensive. Many open space projects include repairs to the Port's 100-plus year old seawall, building for rising tidal conditions, and fitting in with historic structures. The ability of the Port to develop public open space is dependent upon public support through general obligation bonds, developer contributions, Port excess capital, and to a limited extent grant funding.

### **Port Waterfront Open Space Plans, Policies and Coordination**

Public access and open space is one of the Port Commission's core responsibilities under the Burton Act, the state legislative grant for managing Port properties pursuant to the Public Trust Doctrine. The Port's blueprint for the waterfront open space network is set forth in its *Waterfront Land Use Plan*, and accompanying *Waterfront Design & Access Element*. The Port waterfront open space network is conceived as an interconnected system of parks, plazas, and public access areas that attract the public to, and along, the entire stretch of the Port waterfront.

Additionally, the Port's waterfront open space amenities are planned to complement and support the Port's other public trust responsibilities to promote and maintain maritime commerce, environmental restoration and revenue-generating development to finance public improvements, and to create destinations that attract people to come and enjoy the waterfront. Together, these are the elements that drive the Port's efforts to reunite the City with its waterfront.

A summary of the Port's policies that guide open space development are:

- Create a continuous waterfront walkway along the entire length of Port property;
- Develop a sequence of major public open spaces at 5 to 7 minute walking intervals along the waterfront;
- Locate public open spaces where they highlight Port maritime activities and enhance major urban waterfront developments;
- Provide a variety of public open space types that also offer recreation options; and
- Position open spaces and major waterfront destinations at streets that connect back into the City's neighborhoods.



With the successful development of new open spaces in recent years, the Port of San Francisco waterfront has become an open space destination, where visitors clearly identify the Bay experience and understand how it can be accomplished within an urban setting. This leadership in public space development is admired around the world and is often visited by dignitaries and government leaders from other cities as an inspiration for how their own waterfronts could be improved. Attachments A and B to this report illustrate where major open spaces are located on Port property and how the Port's policies for location are resulting in an equitable distribution of open space along the Port's waterfront. Approximately 86 acres or 10 percent of Port property is now developed open space. Port plans call for increasing this amount by 28 acres or by about 30% within the next eight years.

The Port's open space network also integrates with adjacent public shoreline open spaces and policies of the (1) National Park Service/Golden Gate National Recreation Area, (2) San Francisco Recreation and Parks Department, (3) San Francisco Bay Conservation and Development Commission (BCDC), (4) Association of Bay Area Governments (ABAG) Bay Trail and Bay Water Trail, (5) San Francisco Planning Department and (6) former Redevelopment Agency.

The San Francisco Bay Trail, managed and promoted by ABAG and BCDC, is an organizing element of San Francisco's shoreline open space system, recognized in park and open space plans of the Port, San Francisco Planning Department, California State Parks Department, and the National Park Service. Along the Port waterfront, the Bay Trail is most fully developed in The Embarcadero Promenade, from Fisherman's Wharf to AT&T Ballpark. The Promenade is the spine that connects destinations and activities, as well as public access and open space that extends from the piers.

In the last seven years, the Port led an interagency City effort initiated by then-Mayor Gavin Newsom, the Neighborhood Parks Council and SPUR<sup>1</sup> to create the *San Francisco Blue Greenway*, a new waterfront park and public realm plan extending from China Basin Channel to the south end of San Francisco that enhances the Bay Trail. Like the Embarcadero Promenade, the Blue Greenway provides an identity and organizing system to expand waterfront open spaces in the Port's southern waterfront.

Unlike the northern waterfront, the southern waterfront does not have a constructed seawall and offers different types of public access and open space opportunities and experiences. Here, amidst the Port's heavy industrial maritime operations, the Blue Greenway enables the public to view and appreciate the setting and scale of ship repair, and barge and deep vessel operations. These uniquely maritime operations are defining features that provide a unique and authentic character and experience for adjacent or nearby public open spaces that are now planned or being improved for safe recreational enjoyment. The Blue Greenway also promotes recreational enjoyment from the water via the Bay Water Trail. Development of the Bay Water Trail requires close attention to the needs of maritime operations which may require managed access, and the cooperation of recreational water enthusiasts to maintain navigational and water

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<sup>1</sup> San Francisco Planning & Urban Research



safety. And, as provided in a presentation at the June 11, 2013 Port Commission meeting, the Port manages a habitat enhancement and stewardship program, which also is included in the Blue Greenway plan.

### **Port's Distinctively Diverse Types of Open Space Experiences**

The Port's waterfront offers a unique diversity of open space experiences which staff has classified into 7 categories of public access and open space types and experiences. Some are designed to provide a place for quiet reflection and views of the Bay away from energy of the city, while others may be planned integrally with new development or provide connections between waterfront destinations. This vast combination of public open spaces is extremely rare in waterfronts around the world and has attracted the attention of officials worldwide wanting to enhance their own waterfront cities in such a vibrant manner. The Port's intent in pursuing such a unique collection of public spaces, is to create a diversity of open space types and activities that add interest and vitality to San Francisco's urban waterfront.

- **Natural Areas** - As presented in a separate Port Commission briefing on June 25, 2013, the waterfront includes tidal shoreline areas where natural vegetation, wetlands and wildlife habitat have developed and been improved. These occur along Mission Creek, Pier 94 shoreline wetlands and Heron's Head Park in Bayview Hunters Point, which are also included in the Port's environmental stewardship program.
- **Landscaped Parks** – While the waterfront was created as a place of industry, public efforts to create new parks and open spaces include some planted and green space, such as **Brannan Street Wharf** now completing construction (and presented in a separate item at the July 9, 2013 Port Commission meeting), and **Rincon Park** in the South Beach waterfront. Other landscaped parks are in the works, with proposed plans by the Mission Rock development to expand **China Basin Park** into a five acre green, and the Port's efforts to plan and construct a large green in **Crane Cove Park** at Pier 70

The Port also has been hard at work to design and prepare for the construction of the **Northeast Wharf Park**, the next park to be added to the Port's public space system as part of the James R. Herman Cruise Terminal at Pier 27. It will start construction immediately following the 34<sup>th</sup> America's Cup events this year as a new 2.5 acre park and plaza that fits between the Embarcadero Roadway and the cruise terminal. It will have plaza and circulation spaces that connect the Lombard intersection with the front door of the cruise terminal. It incorporates the historic Beltline Building into the plaza area, which the Port could develop into uses that enhance the park, and it will feature a large gently sloped lawn that should be a prime place for enjoying views of the Bay or cruise ships when in port. The Northeast Wharf Plaza will be funded by proceeds from issuance of 2012 Neighborhood Parks general obligation bonds.





- **Plazas** – Plazas are generally considered to be hard-surface, furnished public open spaces that can readily handle heavy foot traffic and large gatherings. They may be stand-alone improvements or integrated within landscaped parks and major developments, and are important features along urban waterfronts. Some examples include **Harry Bridges Plaza** in front of the Ferry Building, and portions of several park areas including **Brannan Street Wharf**, and **Northeast Wharf Park** and **James R. Herman Cruise Terminal** on Pier 27.

In December, 2012 the Port completed the **Pier 43 Promenade** project which is both a waterfront walkway and a series of plaza spaces. The Pier 43 Promenade creates a widened area in front of the Pier 43 Ferry Arch for viewing of this historic resource, has a 34 foot width walkway with 30 benches along the Embarcadero Roadway that enjoy prime views of Alcatraz Island, and features a 55 foot width plaza with tables and benches in front of Pier 45 Shed A, that both enhances the attractiveness of that facility for a future use and provides ample seating for visitors. The Pier 43 Promenade was funded almost entirely by proceeds of 2008 Clean and Safe Neighborhood Parks general obligation bonds.

- **Piers** – Public access on piers are popular because they allow people to walk to distant points that extend out over the Bay, and offer spectacular public views. Whether entirely dedicated to the public, as provided at **Pier 7** and **Pier 14**, or along the perimeter of historic pier shed structures that have been rehabilitated to house other uses inside such as the **Exploratorium at Pier 15**, or **La Mar restaurant at Pier 1½**, piers provide the quintessential form of waterfront public access. In addition, as part of the 34<sup>th</sup> America's Cup public access improvements, the Port also is piloting "**Parklet**" improvements on the "marginal wharf" that runs alongside The Embarcadero Promenade, between Piers 9 and 15 (just south of The Exploratorium), and on a portion of the Promenade at Pier 24½, near the foot of the Bay Bridge. While marginal wharf areas serve a variety of support uses, integrating public access improvements can provide connections and transitions to public access that extends onto adjacent piers.
- **Open Water Basins** – Pursuant to its agreement with BCDC, the Port has removed piers and/or permanently maintained open Bay waters in designated locations to create and protect expansive public views of the Bay, between **Piers 3 and 9**, **Piers 14 and 22½**, and **Piers 30-32 and 38**.<sup>2</sup> Open Water Basins are planned to be adjacent to major parks to afford wonderful short and long-range public views that enhance public enjoyment of waterfront open spaces.
- **Waterfront Streets, Walkways and Bikeways** – Waterfront streets and walkways provide essential connections that establish the organizing "spine" of the Port's waterfront open space system. These improvements work to balance the needs and use of streets and public right-of-ways to improve circulation, enhance the pedestrian experience, and improve interactions with waterfront

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<sup>2</sup> The Port and BCDC are conducting a planning process to define an additional Open Water Basin, consistent with BCDC requirements for the Pier 27 James R. Herman Cruise Terminal project.



businesses. As described above, The Embarcadero Promenade is the best known along the waterfront, and the City is investing ongoing attention to see how it can be further enhanced to manage access and enjoyment in response to the increased popularity and use of this facility.

The just-completed **Jefferson Street** between Hyde and Jones Streets provides a first phase of improvements to the main street that runs through Fisherman's Wharf, a reallocation of public street and right-of-way to better balance the need for pedestrian and bicycle access with automobiles and trucks through the area. Walkways were widened, bicycle access is encouraged by switching the street to two-way, and parking was eliminated because it was not considered the most valuable use of this intensely busy place. The design of Jefferson Street with its wide sidewalks and narrow roadway with unique paving, further define its identity as a memorable San Francisco destination. It also reflects the Planning Department's view that public streets and rights-of-ways should be reviewed as major elements of the City's public space to promote shared transportation modes, landscaping and improvements that promote interactions within neighborhoods that enrich the urban environment.

### **Funding and Implementation Successes and Future Needs**

In the past 13 years the Port has added an unprecedented amount of new open space by spending or is about to spend an astounding \$109 million. This has been made possible with the support of San Francisco voters through the approval of two General Obligation (GO) Bonds measures in 2008 (\$33 million) and 2011 (\$35 million). In addition to these bonds, since 2000, the Port has committed approximately \$41 million of public funds, including Port revenues and grants secured by the Port. The Port also has taken on the maintenance and liability responsibilities of these many new open spaces.

As the Promenade, Ferry Building, AT&T Ballpark, Exploratorium and other projects (including public access) have been completed, San Franciscans have rediscovered their waterfront. It is a gratifying experience to witness the throngs that now stroll along the waterfront, partake in the growing number of recreational activities and attractions, enjoy and experience the magnificent San Francisco Bay environment, and marvel at San Francisco's rich maritime history and array of maritime industries that continue to make a home along the Port waterfront.

The demand for more waterfront open space is continuing to grow, exceeding Port resources. The Port's ability to create and expand waterfront open spaces will depend on its ability to generate surplus revenues from operating the Port, developing and leasing its property and facilities, and public support.

### **Conclusion**

With a clear planning vision and collaborative partnerships, the Port's waterfront open space network has been expanded dramatically over the last 10 years. The Port's new open spaces and waterfront destinations have changed San Francisco. Together these



improvements have made the waterfront a major destination within the Bay Area and beyond. The Port's public spaces have made it possible for visitors to understand and enjoy the Bay, recreate, and appreciate the history of the City and Port.

The Port fully intends to continue these extraordinary efforts, with increased focus on Blue Greenway public access and open spaces created in the southern waterfront. Together, the walkways, plazas, parks and natural open spaces created along the Port waterfront, from Fisherman's Wharf to Bayview Hunters Point, create interest and diversity that reflect a vital public urban waterfront. In the future the entire seven and one-half miles of Port waterfront will have an accessible public open space system, one that is diverse, enhances urban life, and is unafraid to complement the Port's maritime role.

Prepared by: Diane Oshima, Assistant Deputy Director  
Waterfront Planning

and

Dan Hodapp  
Senior Waterfront Planner

Attachments

Attachment A & B – Waterfront Open Spaces



# WATERFRONT OPEN SPACES

The Port of San Francisco's plan for a continuously walkable waterfront features a series of connected public spaces.

- Public Spaces Proposed for 2012 Neighborhood & Waterfront Parks Bond Funding
- Major Public Spaces – completed
- Projects with 2008 Neighborhood Parks Bond Funding

## ISLAIS CREEK

Islais Creek Shoreline Access improvements would complete the pathway system along the northern end of the waterfront. From Third Street and are expected to include a new waterfront walkway and scenic look out points.

## WARM WATER COVE

Warm Water Cove would be renovated and expanded to close a gap in the Blue Greenway and Bay Trail. Originally constructed in the 1970s, it requires significant improvements.

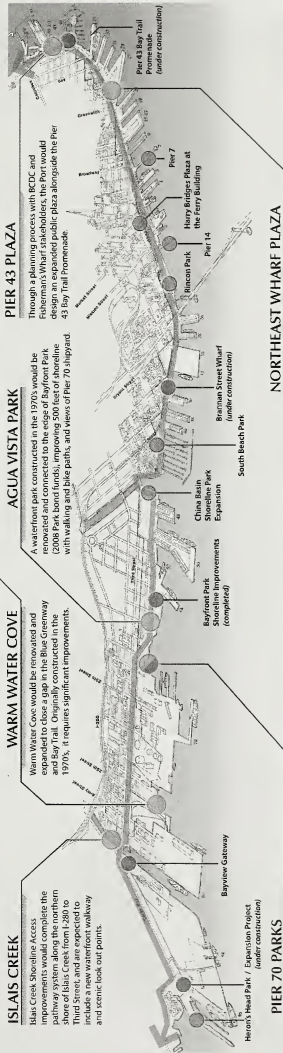
## AGUA VISTA PARK

A waterfront park constructed in the 1970s would be renovated and connected to the edge of Bayfront Park (2008 Park bond funds), improving 500 feet of shoreline with walking and blue paths, and views of Pier 70 shipyard.

## PIER 43 PLAZA

Through a planning process with KDC and Fairer's Wharf stakeholders, the Port would create an expanded public plaza alongside the Pier 43 Bay Trail Promenade.

## Attachment A



## PIER 70 PARKS

Pier 70 has a variety of open spaces planned including Crane Cove Park, Shipyard Park, Machine Shop Courtyard and Central Plaza. Each site has an opportunity to provide significant benefit to the public to enjoy and learn about the history of Pier 70. These projects allow for shoreline restoration and hazardous material remediation, bay access, bay water quality improvements, shoreline and upland native landscaping, historic interpretation and public art.

## NORTHEAST WHARF PLAZA

A new park on Pier 27 bordering the Embarcadero, the Bay and the new James R. Herman Cruise Terminal that would feature a large lawn and places to enjoy views of the Bay and cruise ships.



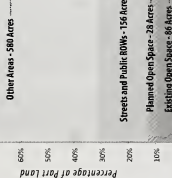




# OPEN SPACES AT THE PORT OF SAN FRANCISCO

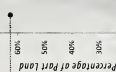
## How much Open Space is at the Port?

Open Space makes up 10% of Port property. Streets make up about 20%.



## Distribution of Open Space along the Port's Waterfront

At any given location on the Port's waterfront, the percentage of nearby Open Space varies.

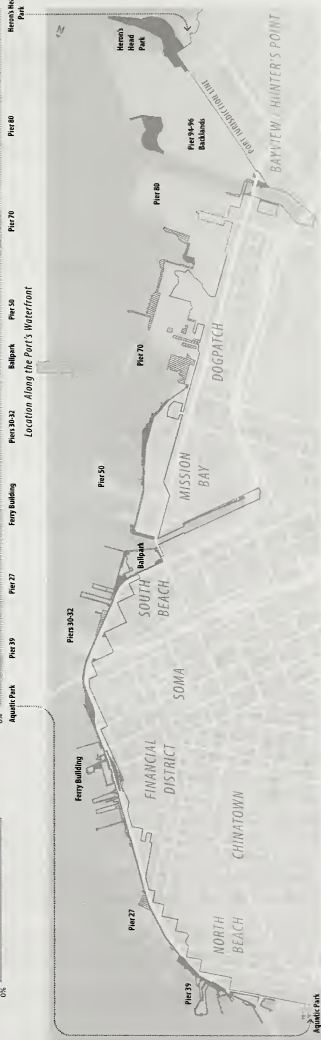


This graphic demonstrates how this proportion varies locally along the Port's waterfront.

Open Spaces are well distributed throughout the Port.  
- Over 50% of Port areas are within 100' of an Open Space.  
- About 80% is within a 1/4 Mile.

Open Space currently being planned will provide a more consistent distribution along the waterfront.

Location Along the Port's Waterfront







## MEMORANDUM

July 3, 2013

**TO:** MEMBERS, PORT COMMISSION  
Hon. Doreen Woo Ho, President  
Hon. Kimberly Brandon, Vice President  
Hon. Willie Adams  
Hon. Leslie Katz  
Hon. Mel Murphy

**FROM:** Monique A. Moyer  
Executive Director

**SUBJECT:** Informational Presentation on the Brannan Street Wharf public open space project, located along The Embarcadero Promenade between Piers 30-32 and Pier 38 at Brannan Street

**DIRECTOR'S RECOMMENDATION:** Information Only; No Action Required

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### Summary

The Brannan Street Wharf is a new 57,000 square foot open space built over the Bay in the heart of the South Beach neighborhood. The Wharf includes a neighborhood green; a waterside walkway with seating and picnic tables; a shade structure; and interpretive features about the height of the tide and the site's history. It is located on the Embarcadero at the former sites of Piers 34 and 36.

The Brannan Street Wharf is identified as a major park in the Port's public open space system as defined in the open space policies in the *Waterfront Land Use Plan and accompanying Waterfront Design & Access Element*. The Brannan Street Wharf meets several fill removal and public access objectives jointly agreed to by the Port and the San Francisco Bay Conservation and Development Commission (BCDC) which were devised in support of attractive waterfront development, in a manner compatible with rehabilitation of the Port's piers and wharves in the Embarcadero Waterfront Historic District. The Brannan Street Wharf is designed for suitability and, in addition to providing an exciting new place for outdoor enjoyment, it also strengthens the underlying seawall for better earthquake responsiveness and provides a means to absorb high tides as sea levels rise.

Construction of the Brannan Street Wharf started in 2011 and is substantially complete. A ribbon-cutting ceremony to mark the opening is scheduled on July 17, 2013, just in time for

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Beach/Rincon Point Citizens Advisory Committee, other residents, merchants, and a variety of groups representing a broad mix of local and regional viewpoints.

The Port conducted seven CAC meetings and three public workshops, which resulted in a concept design that was reviewed three times at joint meetings of BCDC's Design Review Board and the City's Waterfront Design Advisory Committee. Review of the Brannan Street Wharf was coordinated with the Bryant Street Pier project and in August 2003, the Port Commission approved the concept design for the park. Funding for the park was to come from Port capital monies and the Bryant Street Pier construction project. Although all entitlement approvals were secured, only the Watermark condominium development was built on a portion of SWL 330. The developer eventually abandoned the portion of the project on Piers 30-32 because pier substructure repairs costs were much higher than original estimates and found to be prohibitive.

In the aftermath, the Port worked with the community to develop alternate strategies to pull resources together to develop the park in advance of improvements to Piers 30-32. Funding efforts included securing a federal grant and partnership with the U.S. Army Corps of Engineers to fund the removal of Pier 36, land sale proceeds, Port capital funds, and other park grants. In 2008 San Franciscans also stepped up to approve General Obligation Bond financing to close the \$2.9 million funding gap and enable construction to begin on the Brannan Street Wharf. During the schematic design phase a refined design was again reviewed at meetings of the design review boards on July 6, and September 14, 2009, which became the basis for the constructed project (See Exhibit A).

### **Historic District Considerations**

The Brannan Street Wharf is located in the Embarcadero Waterfront Historic District as listed on the National Park Services' registry of historic places. The design remembers its San Francisco waterfront history by taking on the shape of Pier 36 in its original location at the south end of the project and with the placement of bronze strips in the paving to note the locations of former State Belt Railroad lines.

The Wharf includes a 52-foot long interpretive exhibit featuring the multi-faceted history and importance of this site to maritime shipping, Chinese immigration, and labor struggles that established San Francisco as the base for the International Longshore and Warehouse Union. The interpretive exhibit was developed through the work of three volunteer committees whose members have extensive expertise in these topics.

The historic interpretive exhibit meets the requirements of environmental mitigation measures called out in the Brannan Street Wharf Final Environmental Impact Report.

### **Seawall Repair and Sea Level Rise**

During design development the Port learned that a portion of the adjacent seawall required strengthening and that a structurally supported portion of the adjacent Embarcadero Promenade would need to be replaced, adding scope and cost to the Project. Geotechnical studies also revealed that the rock dike seawall within the project length was susceptible to earthquake induced liquefaction and lateral spreading. While more costly, the port revised the Brannan Street Wharf structural design to better address this



and award was scheduled such that pile driving could begin upon the estimated completion date of the demolition contract. The contractor is Dutra Construction Co., Inc., out of San Rafael, CA, with Bauman Landscape, a San Francisco HRC certified LBE located in the Presidio, responsible for landscape and finish concrete work. The contract award was for \$13.5 M with 15% earned by LBE subcontractors, well above the 9% goal. The Project is also in compliance with the Local Hiring Policy for Construction which requires 20% of eligible trade hours to be local residents. Pile driving commenced in July 2012, and the project is on schedule for substantial completion in July 2013. A spirit of partnership and cooperation has been part of this contract as well, with all parties proactively working together to solve issues as they come up. Marine construction projects are filled with unknowns and risks. The value of partnership for keeping projects on track cannot be overstated.

The Port is grateful to all of our partners for their combined efforts in achieving a successful project.

### **Funding**

The total project funding and costs are approximately \$26.1M. The Port's funding contribution is \$18.5M; \$2.9M is from the 2008 Clean & Safe Neighborhood Parks Bonds, \$0.1 million is a grant from the California Coastal Conservancy and \$4.7M from a federal appropriation. Below is a table of the funding sources and amounts.

\$ 9.0 M	Port Proceeds from the Sale of Seawall Lot 330
\$ 6.0 M	Port Annual Capital Budget (Open Space Funding, SAP requirement)
\$ 3.5 M	Other Port Capital
\$ 2.9 M	2008 Clean & Safe Neighborhood Parks Bond
\$ 0.1 M	California Coastal Conservancy Grant
\$ 4.7 M	<u>2007 WRDA (2010 Water &amp; Energy Appropriations Bill)</u>
<b>\$ 26.2 M</b>	<b>Total Project Funding</b>
<b>\$ 18.5 M</b>	<b>Total Port Funds (71%)</b>

### **Grand Opening**

On Thursday, July 17, 2013 at 10:30 a.m. Mayor Edwin Lee, the Port Commission, Board of Supervisors President David Chiu and District 6 Supervisor Jane Kim will hold a ribbon cutting ceremony at the Brannan Street Wharf, at which time the Brannan Street Wharf will become available for public use.

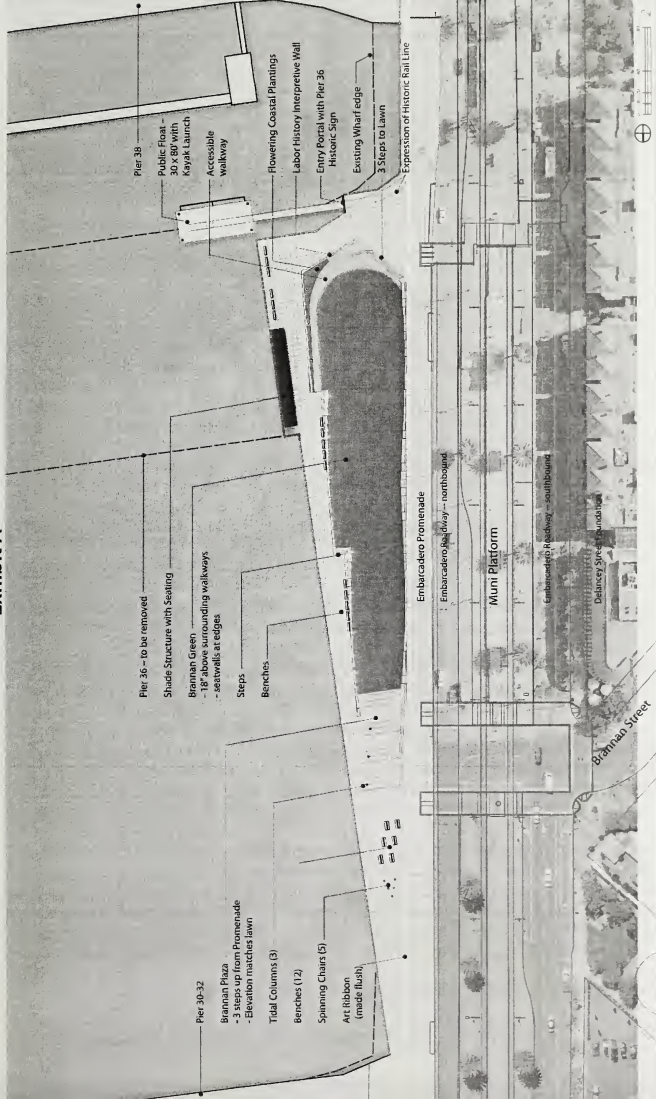
Prepared by: Dan Hodapp, Senior Waterfront Planner  
and  
Steven Reel, Project Manager  
Engineering

For: Byron Rhett, Deputy Director  
Planning & Development  
and  
Uday Prasad, Acting Chief Harbor Engineer





# Exhibit A







## MEMORANDUM

July 3, 2013

**TO:** MEMBERS, PORT COMMISSION  
Hon. Doreen Woo Ho, President  
Hon. Kimberly Brandon, Vice President  
Hon. Willie Adams  
Hon. Leslie Katz  
Hon. Mel Murphy

**FROM:** Monique Moyer *Monique Moyer*  
Executive Director

**SUBJECT:** Informational presentation on the Waterfront Transportation Assessment by San Francisco Municipal Transportation Agency (MTA)

**DIRECTOR'S RECOMMENDATION:** Information Only - No Action Required

---

### Summary

On January 24, 2013, Peter Albert, Manager of San Francisco Municipal Transportation Agency's (MTA) Urban Planning Initiatives, provided an informational presentation to the Port Commission describing the MTA's efforts (working with the San Francisco Office of Economic and Workforce Development and the Port) to carry out a Waterfront Transportation Assessment. The objective of the Waterfront Transportation Assessment is to identify transportation challenges and guide solutions to address and integrate with land use and development changes projected to occur along or near the waterfront, between the Presidio in the northeast sector and Pier 80 in the southeast sector of the City. On July 1, 2013, MTA released a Waterfront Transportation Assessment Phase One report for public review during Summer 2013, which outlines transportation goals and preliminary strategies to address existing and projected transportation demand.

The Waterfront Transportation Assessment builds upon the interagency coordination that ensued in 2012 to integrate regional and local transportation services for the 34<sup>th</sup> America's Cup events<sup>1</sup>. The Waterfront Transportation Assessment underway in 2013 has continued these cooperative efforts and solicited community input, which informed the development of the Phase One report. The transportation strategies in the Phase One report are subject to refinement based on public comment, and will undergo

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<sup>1</sup> See 34<sup>th</sup> America's Cup People Plan dated June 2013



transportation modeling to develop a Phase Two – Transportation Solutions Analysis report, later this year. Mr. Albert will provide an informational presentation on the Waterfront Transportation Assessment and this Phase One report at the July 9, 2013 Port Commission meeting. Public comments will be received at that meeting and other public presentations planned by MTA, or submitted directly to Mr. Albert or through the Port's many community advisory committees.

## **Waterfront Transportation Assessment**

MTA and the City family recognize there is great concern about current transportation services and how the City will meet future transportation demands. Current Port development proposals (i.e., Golden State Warriors Arena project at Piers 30-32/Seawall Lot (SWL) 330, the Giant's Mission Rock project at SWL 337/Pier 48 and the Forest City project at Pier 70), as well as other major projects in the vicinity of the waterfront, will depend on improvements to provide a safe, reliable and efficient transportation system. The Waterfront Transportation Assessment builds on the public process and work by MTA to produce the 34<sup>th</sup> America's Cup People Plan, the transportation blueprint that guided the transportation investments and pilot projects implemented for last year's 34<sup>th</sup> America's Cup World Series events and this year's Final Match events in September 2013. MTA has continued interagency coordination with local and regional transportation agencies, presented its thoughts at several community and public meetings in recent months to develop the Phase One Waterfront Transportation Assessment report. The Phase One report describes transportation goals, development and transportation projects currently in the pipeline, and a preliminary list of transportation strategies to address future demand.

MTA will solicit public comment and input on the transportation strategies in the Phase One report prior to conducting transportation model analysis. That analysis will test the effectiveness of the transportation strategies, which will be described in another report later this year: Waterfront Transportation Assessment Phase Two - Transportation Solutions Analysis.

At the July 9, 2013 Port Commission meeting, Mr. Albert will provide the Port Commission and the public with an informational presentation on the Waterfront Transportation Assessment, Phase One report, including details regarding the public review and comment process, and how this information will lead to the Phase Two Transportation Solutions Analysis that will be produced later this year.

Prepared by: Diane Oshima, Assistant Deputy Director  
Waterfront Planning

For: Byron Rhett, Deputy Director  
Planning & Development





## MEMORANDUM

July 3, 2013

**TO:** MEMBERS, PORT COMMISSION  
Hon. Doreen Woo Ho, President  
Hon. Kimberly Brandon, Vice President  
Hon. Willie Adams  
Hon. Leslie Katz  
Hon. Mel Murphy

**FROM:** Monique Moyer *M. Moyer*  
Executive Director

**SUBJECT:** Request Approval (1) to enter into a Memorandum of Understanding M-15112 ("MOU") with the San Francisco Municipal Transportation Agency ("MTA") and (2) of a Fee Waiver for a 12-month period under a 24-month License to Use Property Number 15684 ("License") with Alta Bike Share ("Alta"), the regional bike share program operator ("Licensee") for Port waterfront locations for the purpose of operating a Bike Share Pilot Program

**DIRECTOR'S RECOMMENDATION:** Approve Attached Resolution

---

### Executive Summary

The Bay Area Air Quality Management District ("BAAQMD") and Metropolitan Transportation Commission ("MTC") are launching a bike share program in San Francisco and on the Peninsula with the goal of reducing air pollution and increasing mobility. This bike share program will include 500 bikes and 50 bike share stations within the City of San Francisco, with six of these bike share stations housed on Port property. The BAAQMD and the other local partner program agencies and cities, including the San Francisco Municipal Transportation Agency ("MTA"), will co-manage this bike share program. Placement of bike share stations on Port property will be governed through an agreement between the Port and the selected bike share operator, Alta Bicycle Share Inc. ("Alta"). In addition, the Port will enter into a Memorandum of Understanding with the MTA that identifies the MTA as the point of contact for the program, and the responsible party for addressing any issues that may arise related to the program and/or stations. This staff report further explains the Bay Area bike share program, station location criteria and mentioned agreements, and seeks the Port Commission authorization to enter into these mentioned agreements.

THIS PRINT COVERS CALENDAR ITEM NO. 11B





## **Background**

The Port Commission previously reviewed the proposed Bike Share Program as an informational item at its September 27, 2011 meeting, and the proposed stations on Port property and associated agreements are now before the Port Commission for approval.

In the Bay Area, the transportation sector accounts for more than 50 percent of the air pollution. In an attempt to reduce the air pollution produced by the transportation sector, the BAAQMD with funding from the MTC, its own Transportation Fund for Clean Air, and local partner agencies, is launching a regional bicycle sharing pilot program. This program will deploy 1,000 bicycles at up to 100 stations along the Peninsula transportation corridor with 500 of the program bicycles in San Francisco. The program objective is to determine if providing shared bicycles adjacent to transit stops and in close proximity to job centers would reduce single-occupancy vehicle travel and thereby reduce greenhouse gas emissions in the region.

The proposed San Francisco bike share operation area includes the Market Street Corridor, South of Market, the Financial District, Mission Bay and the Waterfront. This area is notably flat, has the city's densest bikeway network coverage and enjoys the highest levels of cycling, yet those who commute by transit from cities to the East and South Bay encounter difficulties bringing a bicycle with them on BART or Caltrain. This program would address this difficulty by providing a membership-based system of short-term bicycle rentals that would allow members to check a bicycle out from a network of bicycle stations, ride to their destination, and return the bicycle to a different station. Many cities in the United States, Europe and Canada operate bike sharing programs today, and this program is modeled after the successful ones.

## **Port Location Criteria and Proposed Sites**

To support the goals of this program, the proposed bike share stations along the waterfront link major transit stops with job centers and other destinations. To accommodate existing Port operations and agreements, these stations avoid leasable areas, dedicated public access areas<sup>1</sup>, and view corridors<sup>2</sup>, and are spaced in compliance with the Americans with Disability Act regulations, and the City's Better Streets Plan and Policy. The proposed bike share stations will be modular and powered by solar and battery, requiring no excavation, improvements or external hookups for installation or operation. The stations are fully automated and will dispense bikes to short-term members using credit cards or to annual members using key fobs. The average bike share station size would be 6 feet by 50 feet and would accommodate 19 bikes. The Port identified six locations for bike share stations which are (from north to south): (1) the Roundhouse Plaza at Sansome Street and The Embarcadero, (2) The Embarcadero sidewalk bulb-out bordering Sea Wall Lot 324 between Vallejo and Broadway Streets across from Pier 15, (3) Harry Bridges Plaza in

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<sup>1</sup> A dedicated public access area is a physical public access to and along the shoreline of the Bay as permitted by the Bay Conservation and Development Commission. There are numerous dedicated public access areas throughout the Port's portfolio.

<sup>2</sup> A view corridor is a visual public access to the Bay from other public spaces. There are numerous view corridors throughout the Port's portfolio, particularly in the northern waterfront.



front of the Ferry Building to the north of the main crosswalk, (4) the terminus of Steuart Street west of Howard Street at the Gap Plaza on The Embarcadero, (5) the terminus of Spear Street on The Embarcadero at Bryant Street, which is about one-half block north of Bryant Street, and (6) the Pier 40 entry plaza. The bike share station location graphics are provided in the attachment to this memorandum and referred to as Exhibit A.

### **License to Use Property Terms**

BAAQMD selected the Bay Area bike share operator, Alta, through a Request for Proposals process. In February of this year, BAAQMD signed an agreement for Alta to operate the bay area bike share program. To authorize the proposed bike share stations, the Port will enter into a License with Alta and the MTA for the identified station locations described above. Except for the terms described below, the License will be consistent with the Port standard license form, including standard terms regarding revocation, defaults, signs/advertising review, surrender, hazardous materials, indemnification, insurance requirements, and compliance with City, Port and Trust requirements.

**Term:** The license would be issued by the Port to Alta for a term of twenty-four months, unless terminated earlier by either party. This pilot project would operate for at least twelve months and may extend another twelve months before final evaluation.

**Fee:** The MTA has requested that the Port waive all fees for the proposed six stations on Port property for the first 12-months of the pilot program. Port staff agrees with this waiver request for the following reasons: (1) The bike share program is not expected to generate revenue for 12 months; (2) The program is expected to increase mobility in the program area and would thus be a benefit to waterfront visitors and the Public Trust; (3) The program's 12-month pilot period can be considered temporary, (4) There are no other uses for proposed spaces that would generate revenue to the Port and no other uses would be displaced; and (5) The Port would not be asked to expend any resources or revenues to support the program. In addition to reducing greenhouse gases, this program should also provide traffic and transit relief along the waterfront, which would have a benefit to all waterfront visitors. Through the proposed License, BAAQMD and Alta Bicycle Share, the selected bike share operator, would share monthly reports with the Port staff prepared in compliance with the operator's contract with BAAQMD, including revenue and expense statements for the San Francisco bike share program. At the conclusion of the pilot period, the fee for months 13-24 will be established by Port staff based on the then effective Port Commission approved parameter rents for similar spaces. Based on the information provided regarding revenues, Port staff may additionally require a revenue sharing or percentage rent component.

**Bike Share Pricing:** This would be targeted at commuters and would be different from bike rental pricing, which is targeted at visitors. To ensure a pricing difference, a non-compete provision is included in the License that explicitly prohibits the Licensee from offering bicycles at a price that competes with waterfront bike rentals.



**Demand Flexibility:** There may be a need to increase or decrease the number of bicycles at a given bike share station to meet the program demand once the stations are in place. The agreement allows for increasing or decreasing the capacity of the stations based on the reported demand if the station increases do not interfere with existing operations and are consistent with the stated location criteria. In addition, the Licensee, with Port consent, may add new stations during the license term for special events such as the 34<sup>th</sup> America's Cup races.

### **Memorandum of Understanding with MTA**

In order to ensure proper implementation and management of the program and to minimize the Port's potential liabilities in connection with this program, Port and MTA have agreed to the terms of a Memorandum of Understanding ("MOU"). This MOU is co-terminus with the License and provides that: (1) the MTA will serve as the main point of contact for the bike share stations, and (2) the MTA will be responsible for liabilities and damages incurred by the Port that are not otherwise covered by the License. In addition, the MTA has agreed to provide a \$10,000 cash security deposit on behalf of Alta. This MOU has a termination provision that allows the Port to terminate the MOU and bike share program license if the obligations under the MOU are not fulfilled.

### **Regulatory Approvals**

The proposed Bay Area regional bike sharing pilot program is subject to environmental review under the California Environmental Quality Act ("CEQA"). The Department of City Planning has determined that the project is categorically exempt from environmental review under Class 6 or Section 15306 covering information collection. Pursuant to CEQA regulations, the bike sharing program has been exempted from further environmental review since the program will collect information about transit usage, and qualifies as a pilot. Furthermore, the proposed stations do not require permanent changes to the station areas for operation, they will be in place for a designated period, and the project will be evaluated for effectiveness and impact. The program in its entirety qualifies as a pilot project of limited duration and scale pursuant to California Public Resources Code section 21084 and Title 14 of the California Code of Regulations Section 15306. This CEQA determination is on file with the Secretary to the MTA.

With respect to other regulatory requirements, Port staff presented the proposed program scope and stations on Port property to Bay Conservation and Development Commission ("BCDC") regulatory staff. BCDC staff is supportive of the program and the identified locations on Port property.



## RECOMMENDATION

Port staff recommends that the Port Commission approve the attached Resolution approving the Memorandum of Understanding No. M-15112 with the San Francisco Municipal Transportation Agency and the License to Use Property No. 15684 with the selected Bike Share Program Operator, Alta Bicycle Share Inc., for a total term of 24 months, with a fee waiver for the initial 12 months, and on such additional terms and conditions as described in this Memorandum.

Prepared by: Kanya Dorland, Planner, Planning & Development

For: Byron Rhett, Deputy Director, Planning & Development

### Attachments

Attachment A - SF Bike Share Locations

Attachment B - Port Bike Share Locations





**PORT COMMISSION  
CITY AND COUNTY OF SAN FRANCISCO**

**RESOLUTION NO. 13-26**

- WHEREAS, Section B3.581 of the Charter of City and County of San Francisco empowers the Port Commission with the power and authority and duty to use, conduct, operate, maintain, manage, regulate and control the Port area(s) of the City and County of San Francisco; and
- WHEREAS, In cooperation with the Bay Area Air Quality Management District, the Metropolitan Transportation Commission, and San Francisco Municipal Transportation Agency (MTA), the Port proposes to enter into a License with the selected bike share operator, Alta Bicycle Share Inc. ("Licensee"), to operate bike share stations on the waterfront; and to enter into a Memorandum of Understanding ("MOU") with MTA covering the bike share program; and
- WHEREAS, The License identifies six initial bicycle share stations that comply with the Port's location criteria, regulatory requirements (including Bay Conservation Development Commission public access areas and view corridors), and the Americans with Disabilities Act street furniture spacing and circulation requirements; and
- WHEREAS, The License term is for a period of 24 months, and includes a fee waiver for the first 12 months because the program is: (1) not expected to generate revenue exceeding expenses for 12 months, (2) is expected to benefit, waterfront roadway users and thereby the Public Trust, (3) is temporary, (4) will not use areas that will interfere with or have the potential to generate revenue, and (5) the Port is not expected to spend any funds to support the program; and
- WHEREAS, Port staff will establish a base fee and possibly a revenue sharing fee for months 13-24; and
- WHEREAS, The proposed MOU requires MTA to be the main point of contact for the License and be responsible for potential liabilities of the Port arising from the program that are not otherwise covered by the License and to provide a security deposit on behalf of the Licensee; and
- WHEREAS, Port staff may adjust the number of stations and the size of the stations through an amendment of the License if the changes comply with the Port's station location criteria and subject to any necessary regulatory approvals; and



- WHEREAS, The San Francisco Planning Department, Environmental Planning Division issued a Class 6 categorical exemption from environmental review under Section 15306 covering information collection; now therefore be it
- RESOLVED, The Port Commission approves the Memorandum of Understanding between the Port and MTA as described in this Memorandum and authorizes the Executive Director or her designee to execute MOU M-15112; and be it further
- RESOLVED, That the Port Commission authorizes the Executive Director or her designee to execute the License on the terms and conditions set forth in this Memorandum including the 12 month fee waiver; and be it further
- RESOLVED, That the Port Commission authorizes the Executive Director or her designee to enter into any addition, amendment or other modifications to the License, including adjusting the number of stations and the size of the stations that the Executive Director, in consultation with the City Attorney, determines are in the best interest of the Port, do not materially increase the obligations or liability of the City or Port or materially decrease the benefits of the City or Port and are necessary or advisable to complete the transactions which the License contemplates and effectuate the purpose and intent of this Resolution, such determination to be conclusively evidenced by the execution and delivery by the Executive Director or her designee of the License and any amendments thereto.

*I hereby certify that the foregoing resolution was adopted by the Port Commission at its meeting of July 9, 2013.*

---

Secretary



# San Francisco Bike Share Stations

This map illustrates the locations of bike share stations and the pilot service area in San Francisco. The pilot service area is highlighted with a thick black border, covering a central portion of the city. Stations are marked with numbered triangles: solid black triangles for existing stations and hollow triangles for proposed stations. The map includes a legend, a scale bar, and a north arrow.

**Legend:**

- ▲ Port Bike Share Stations
- ▲ Proposed Bike Share Stations
- Bike Share Pilot Service Area

**Scale:** 0 to 1/2 Miles

**Stations and Pilot Area:**

The pilot service area is bounded approximately by Market St to the north, Embarcadero to the east, and the Golden Gate Bridge to the west. It includes numerous numbered stations, such as 80, 81, 84, 85, 86, 88, 89, 90, 91, 92, 94, 95, 97, 98, 99, 102, 107, 109, 110, 111, 115, 119, 121, 124, 126, 127, 128, 131, 132, 138, 139, and 140. The map also shows major streets and landmarks like the Golden Gate Bridge and the Embarcadero.

- # San Francisco Bike Share Stations
- 
- This map illustrates the locations of bike share stations and the pilot service area in San Francisco. The pilot service area is highlighted with a thick black border, covering a central portion of the city. Stations are marked with numbered triangles: solid black triangles for existing stations and hollow triangles for proposed stations. The map includes a legend, a scale bar, and a north arrow.
- Legend:**
- ▲ Port Bike Share Stations
  - ▲ Proposed Bike Share Stations
  - Bike Share Pilot Service Area
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# LEGEND

LIGHT POST

POINT OF BEGINNING

CURB

POB

—

GIVEN DIMENSIONS TAKE PRECEDENCE OVER SCALED MEASUREMENTS.



0 5 10 15 20 25

GENERAL INFO

STATION TYPE  
PLATES 6  
DOCKS 23  
KIOSK(S) 1

OFF STREET  
MAP FRAME 1  
CITY SF  
OWNER PORT ATH

DATE  
REVISED 1  
NOTES  
FILE

DESIGNED BY  
DRAWN BY  
REVIEWED BY  
AW

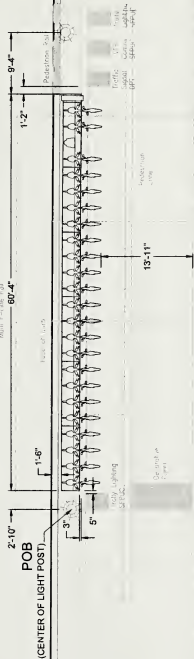
APPROVALS

DATE

HARRY BRIDGES  
PLAZA






BAY AREA BIKE SHARE

0079





# LEGEND

-  LIGHT POST
-  POINT OF BEGINNING
-  TREE PIT
-  PARCEL LINE
-  CURB

ALL DIMENSIONS TAKE  
PRECEDENCE OVER SCALED  
MEASUREMENTS.



0 5 10 15 20 25

## GENERAL INFO

STATION TYPE	DATE	OFF STREET	DATE
PLATES	5	MAP FRAME	1
DOCKS	19	CITY	SF
DOCK(S)	1	OWNER	PORT AUTH
		FILE	

## APPROVALS

SIGNED	DATE
AP	
AP	
AW	

0800

**EMBARCADERO  
AT FOLSOM ST**  
BAY AREA BIKE SHARE

THE EMBARCADERO

2013.04.04

2013.04.04

2013.04.04

23'-1"

1'-6"

80 FEET

2

50'-5"

4'-1"

23'-3"

290'-10" TO PROPERTY CORNER

2 FOLSOM  
GAP HEADQUARTERS

FOLSOM STREET  
300 FEET










POB  
(CORNER OF PLANTER)







# LEGEND

-  LIGHT POST
-  MANHOLE
-  POINT OF BEGINNING
-  TREE PIT
-  PARCEL LINE
-  FENCE
-  CURB
-  PLANTER
-  BOLLARD

POB

PARCEL LINE

FENCE

CURB

PLANTER

BOLLARD

TOWNSEND STREET  
(BEGINS ON NW SIDE OF EMBARCADERO)

POB  
(NW BOLLARD)

EMBARCADERO



GIVEN DIMENSIONS TAKE PRECEDENCE OVER SCALED MEASUREMENTS

0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75 80 85 90 95 100

## GENERAL INFO

STATION TYPE

PLATES

DOCKS

KIOSK(S)

DATE

SIDEWALK

MAP FRAME

CITY SAN FRANCISCO

OWNER

REVISED

NOTES

FILE

DPW

FILE

05.24.2013

DESIGNED BY

DRAWN BY

REVIEWED BY

AWILW

APPROVALS

SIGNED

DATE

**alta**

PLANNING + DESIGN  
www.altaplanning.com

EMBARCADERO  
AT TOWNSEND ST  
BAY AREA BIKE SHARE

2807







## MEMORANDUM

July 3, 2013

**TO:** MEMBERS, PORT COMMISSION  
Hon. Doreen Woo Ho, President  
Hon. Kimberly Brandon, Vice President  
Hon. Willie Adams  
Hon. Leslie Katz  
Hon. Mel Murphy

**FROM:** Monique Moyer *M Moyer*  
Executive Director

**SUBJECT:** Request approval of Retail Lease No. L-15255 between the Port of San Francisco and East Street San Francisco, a Limited Liability Company for a term of fifteen (15) years, with one (1) five-year renewal option for the development and the operation of the restaurant site located at 295 Terry François Boulevard, subject to the Board of Supervisors' approval

**DIRECTOR'S RECOMMENDATION:** Approve Attached Resolution

---

### Executive Summary

Port staff is requesting approval of a lease with East Street San Francisco, LLC ("ESSF") for the restaurant site located at 295 Terry François Boulevard, subject to the Board of Supervisors' approval.

### Background

On August 14, 2012, Port staff requested and received authorization from the Port Commission (Resolution No. 12-63) to issue a Request for Proposal ("RFP") for a restaurant operator for the development and operation of the restaurant site located at 295 Terry François Boulevard, formerly known as Jelly's, a Dance Café.

The Port solicited proposals from qualified restaurant operators ("Respondents") for the design and renovation of the existing building and operation of a new restaurant at the site located near Pier 48.

The Port's objective is to select the most qualified Respondent that has the demonstrated ability to finance, design, construct, and operate a restaurant on the site, with the goal of negotiating a lease and related documents for the development and lease of the site.

**THIS PRINT COVERS CALENDAR ITEM NO. 12A**



Negotiations with the most qualified Respondent failed and at the direction of the Port Commission, staff began negotiations with the second most qualified Respondent, ESSF.

The principles of ESSF are the developers of Hivide Restaurant located at Pier 28½. Hivide has been a top tier performing revenue generating Port restaurant. It currently pays the second highest total rent per square foot of \$67.81 and the highest amongst Port property restaurants. Hivide has been a tenant since 2002 and is a tenant in good standing.

### **LEASE PROPOSAL**

Port staff and ESSF have mutually agreed on acceptable terms and conditions for Lease L-15255. The Lease provides for a term of fifteen years with one five-year extension option at the tenant's option (providing they are a tenant in good standing). The premise comprises 3,389 square feet of interior space, and 6,824 square feet of exterior space. The Lease includes an initial minimum base rent of \$10,011.81 per month (or \$2.33 per square foot per month) for the interior space and \$0.31 per square foot per month for the exterior space (increased annually by 3%) or 7% of all gross sales, whichever amount is greater. At the exercise of the renewal option, the minimum base rent will be adjusted by the greater amount of either 3% or the average of the three prior years' gross revenues, multiplied by the percentage rent of 7% then multiplied by 85% and divided by 12 months. This is a standard industry methodology for determining base rent for retail leases.

ESSF is making a significant capital investment into Port property. The total required project cost is \$2 million and includes base building core and shell and tenant improvements. The Lease provides for a nine (9) month construction period in which no rent is paid plus a maximum rent credit amount of \$380,000 for base building core and shell upgrades only.

In general, core and shell improvements consist of the base building envelope and building level systems. Tenant improvements in general are alterations made to rental premises in order to customize it for the specific needs of a tenant such as painting, installing partitions, changing the flooring, putting in customized light fixtures and so on. Typically, these improvements increase the value and the marketability of rental space.

The project includes a general renovation and upgrade of the entire premises. Specifically, installation of new electrical service, plumbing upgrades, installation of new mechanical systems, seismic bracing upgrades, life safety upgrades such as a fire suppression sprinkler system, and accessibility improvements required by the Americans with Disabilities Act ("ADA") improvements will also include installation of an elevator lift, accessible bathrooms on the first and second floors, accessible paths of travel, accessible counter and bar heights, and construction of ground level and second floor outdoor dining areas.

The Lease includes Rules and Regulations for Restaurants, which includes among other guidelines the management of fats, oils and grease that could enter the City's sewer system ("FOG Program"). The FOG Program is a City-based program aimed at



the elimination of fats, oil, and grease being introduced into the City's combined sewer system.

The FOG Program requires ESSF to adopt Best Management Practices to control the introduction of fats, oils, and grease into the City's Sewer System. By controlling the introduction of these substances into the sewer system, the Port can realize savings by minimizing maintenance expenditures to address down-stream sewer issues that are the responsibility of the Port.

## **ANALYSIS**

The Lease requires ESSF to invest a minimum of \$2 million in base building core and shell, all of which benefit the Port and will remain with the facility. ESSF's gross investment is \$590 per square foot. The rent abatement period and tenant improvement credits represent a maximum credit of \$138 per square foot. The net capital investment into Port property is \$452 per square foot or \$1.53 million in direct capital investment into Port property.

Under the proposed Lease, the monthly rent is the greater amount of either the minimum base rent of \$10,011.81 or 7% of all gross sales. ESSF estimates its first year sales to be approximately \$2.4 million. The total rent paid to the Port in the first year of operation is anticipated to be \$168,000 annualized which is \$14,000 per month or \$49.57 per square foot annualized. The average range for similarly-sized Port restaurants is from \$21 to \$38 per square foot per year.

Over the term of the Lease, Port staff anticipates a direct and corresponding increase in ESSF sales as a result of its investment in the premises which is described in detail below. First, by integrating the first and second floors, ESSF will create a more unified restaurant operation and better utilization of space. Secondly, by creating a more inviting restaurant atmosphere, ESSF will provide an enhanced dining and entertainment experience for its customers. The Port believes that all improvements will enhance sales and therefore revenue to the Port.

## **Restaurant Concept**

San Francisco Architectural firms The Design Partnership and IS Architects designed a conceptual restaurant project which won the America Institute of Architects green award in 2013. This project is the model that the design of the 295 Terry Francois restaurant is based on. This restaurant will be the first stand-alone LEED-CI restaurant on Port property. The focus will be on creating meaningfully sustainable space that engages the public and supports ESSF's focus on Green building. The restaurant space will be sustainably focused and will further enhance the building, the neighborhood and the experience of diners. With a menu focused on causal sustainably and seasonally harvested food and beverages, within a space designed to highlight this philosophy, the restaurant both broadens and intensifies the customers' understanding of sustainable strategies.



## **LEASE TERMS - SUMMARY**

<b><i>Tenant:</i></b>	East Street San Francisco, LLC
<b><i>Lease Number:</i></b>	L-15255
<b><i>Premises:</i></b>	Approximately 3,389 square feet of interior space and approximately 6,824 square feet of exterior space.
<b><i>Term:</i></b>	15 years
<b><i>Term Extension Option:</i></b>	One 60 month term extension option
<b><i>Lease Commencement Date:</i></b>	Anticipated by October 1, 2013.
<b><i>Rent Commencement Date:</i></b>	Anticipated June 1, 2014.
<b><i>Lease Expiration Date:</i></b>	Anticipated September 30, 2028 unless extended by option
<b><i>Initial Monthly Rent:</i></b>	\$10,011.81
<b><i>Percentage Rent</i></b>	7% of all gross revenue
<b><i>Rent Adjustment</i></b>	3% increase on each anniversary of the Rent Commencement Date.
<b><i>Use:</i></b>	Development and operation of casual dining restaurant to include alcohol service and entertainment.
<b><i>Tenant Improvements:</i></b>	No less than \$2 million of core and shell and tenant improvements
<b><i>Rent Abatement Period:</i></b>	270 days (9 months)
<b><i>Rent Credit:</i></b>	Tenant shall receive a maximum rent credit in the amount of \$380,000 that may be deducted from the monthly rent at a rate of 75% starting in the later of month 9 or the date Port issues a certificate of completion for the Improvements until expiration of the term. Rent credit is only for base building core and shell improvements and contingent on the completion of the improvements.
<b><i>Maintenance and Repairs:</i></b>	Tenant's sole responsibility
<b><i>Security Deposit:</i></b>	Tenant shall provide a Security Deposit equal to two (2) month's Base Rent due in the last year of Lease.
<b><i>As Is:</i></b>	The Premises shall be accepted in its "As Is" condition.
<b><i>Insurance:</i></b>	Tenant shall provide standard insurance coverage acceptable to Port and City Risk Manager.





**City Requirements:**

The lease includes provisions requiring Tenant to comply with all applicable City laws, including but not limited to, Non-Discrimination, First Source Hiring, Health Benefits Coverage, Limitation on Contributions, Prevailing Wages and other applicable laws.

**STAFF RECOMMENDATION**

Port staff recommends that the Port Commission approve the attached Resolution authorizing approval of Lease No. L-15255 with East Street San Francisco, LLC for the development and operation of the restaurant site located at 295 Terry François Boulevard on such terms and conditions as are described in this staff report, subject to the Board of Supervisors' approval.

Prepared by: Jeffrey A. Bauer, Senior Commercial Leasing Manager

For: Susan Reynolds, Deputy Director, Real Estate

Attachment A: Site Map



**PORT COMMISSION  
CITY AND COUNTY OF SAN FRANCISCO**

**RESOLUTION NO. 13-27**

- WHEREAS, Charter Section B3.581 empowers the Port Commission with the power and duty to use, conduct, operate, maintain, manage, regulate and control Port area of the City and County of San Francisco; and
- WHEREAS, pursuant to Port Commission Resolution No. 93-52 as amended by Resolution No. 11-15 in March 2011 (the Retail Leasing Policy), it is the policy of the Port Commission to competitively bid retail leasing opportunities; and
- WHEREAS, on August 15, 2012, the Port issued a Request for Proposals ("RFP") (Port Commission Resolution No. 12-63), for a restaurant site located at 295 Terry François Boulevard for the development and operation of a restaurant at the site; and
- WHEREAS, on the basis of certain selection criteria to evaluate each proposal including, as a result of the review, scoring, and interview of the Respondents and their proposals, the Port Commission authorized negotiations with East Street, San Francisco, LLC ("ESSF") by Port Commission Resolution No. 12-95; and
- WHEREAS, Port staff and ESSF have mutually agreed on terms and conditions described in the staff report for a fifteen year retail lease with one-five year extension option for the development and the operation of the restaurant site located at 295 Terry François Boulevard, subject to the Board of Supervisors' approval; and
- WHEREAS, the Lease requires ESSF to make a capital investment for base building core and shell and tenant improvements in the amount of \$2 million; the Lease further provides for a 270 day (9 months) rent abatement period for the purpose of constructing such improvements and a maximum rent credit in the amount \$380,000; and
- WHEREAS, the permitted use will be a continuation of the existing and related uses and is therefore covered under the General Rule Exclusion pursuant to the California Environmental Quality Act; now, therefore be it
- RESOLVED, that the Port Commission approves, subject to Board of Supervisors' approval, the Lease and authorizes the Executive Director or her designee to forward the Lease to the Board of Supervisors (the "Board") for approval, pursuant to the Board's authority under Charter Section 9.118, and upon the effectiveness of such approval, to execute the Lease; and, be it further



RESOLVED, that the Port Commission authorizes the Executive Director to enter into any additions, amendments or other modifications to the Lease that the Executive Director, in consultation with the City Attorney, determines are in the best interest of the Port, do not materially increase the obligations or liabilities of the City or Port, and are necessary or advisable to complete the transactions which the Lease contemplates and effectuate the purpose and intent of this Resolution, such determination to be conclusively evidenced by the execution and delivery by the Executive Director of the Lease, and any such amendments thereto.

***I hereby certify that the foregoing resolution was adopted by the Port Commission at its meeting of July 9, 2013.***

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Secretary



SAN FRANCISCO BAY



PIER  
48

PIER  
50

PIER  
52

CHINA  
BASIN

THIS  
SITE

TERRY FRANCOIS BLVD

MISSION ROCK ST

SWL  
337

THIRD STREET

McCOVEY  
COVE

GIANTS'  
BALLPARK

SAN FRANCISCO PORT COMMISSION  
PORT OF SAN FRANCISCO  
"PORT" DEPARTMENT OF ENGINEERING

DRAWN BY: ECC

CHECKED BY: L. BAUER

PLATE CODE NO.

DATE: MAY 04

SCALE: ANY SCALE

SHEET NO.

1485-BLOO1

OF

SHEETS









# CITY & COUNTY OF SAN FRANCISCO PORT COMMISSION

## MINUTES OF THE MEETING JULY 9, 2013

GOVERNMENT  
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### 1. CALL TO ORDER / ROLL CALL

Port Commission President Doreen Woo Ho called the meeting to order at 1:35 p.m. The following Commissioners were present: Doreen Woo Ho, Kimberly Brandon, Willie Adams and Mel Murphy. Commissioner Katz arrived at 2:25 p.m.

### 2. APPROVAL OF MINUTES – June 11, 2013

ACTION: Commissioner Brandon moved approval; Commissioner Adams seconded the motion. All of the Commissioners were in favor. The minutes of the June 11, 2013 meeting were adopted.

### 3. PUBLIC COMMENT ON EXECUTIVE SESSION

### 4. EXECUTIVE SESSION

A. Vote on whether to hold closed session.

ACTION: Commissioner Brandon moved approval; Commissioner Adams seconded the motion. All of the Commissioners were in favor.

At 1:36 p.m., the Commission withdrew to executive session to discuss the following matters:

#### (1) CONFERENCE WITH LEGAL COUNSEL REGARDING ANTICIPATED AND EXISTING LITIGATION MATTERS:

- a. Discuss anticipated litigation matter pursuant to California Government Code Section 54956.9(a) and San Francisco Administrative Code Section 67.10(d): (Discussion Item)

Number of Potential Cases: 1 X As Defendant

Facts and Circumstances: On or about February 2012, the Port received correspondence from Vortex Marine Construction, alleging deficiencies in the Port's design and construction documents for the Pier 43 Bay Trial Link Project, Port Contract No. 2727, concerning, among other things, (a) alleged unidentified utilities; (b) constructability of the promenade deck; and (c) Contractor's office and field expenses, alleging an entitlement to substantial compensation, which the Port disputes. These circumstances present significant exposure of potential litigation.



- b. Discuss existing litigation matter pursuant to California Government Code Section 54956.9(a) and San Francisco Administrative Code Section 67.10(d): (Discussion Item)
  - *Ferry Building Investors, LLC and Ferry Building Associates, LLC v. San Francisco Port Commission; Board of Supervisors of the City and County of San Francisco, et al.*; Superior Court of California, County of San Francisco (Case No. CPF 12-512355), filed July 20, 2012.

(2) **CONFERENCE WITH LEGAL COUNSEL AND REAL PROPERTY NEGOTIATOR** – This is specifically authorized under California Government Code Section 54956.8. \*This session is closed to any non-City/Port representative:

- a. Property: Piers 30/32 and Seawall Lot 330  
Person Negotiating: Port: Byron Rhett, Deputy Director, Planning & Development and Brad Benson, Special Projects Manager  
OEWD: Jennifer Matz  
\*Negotiating Party: Golden State Warriors and GSW Arena LLC: Rick Welts, Ellen Warner, Jesse Blout, Michael Cohen

**5. RECONVENE IN OPEN SESSION**

At 3:40 p.m., the Port Commission withdrew from executive session and reconvened in open session.

ACTION: Commissioner Brandon moved approval to reconvene in closed session; Commissioner Adams seconded the motion. All of the Commissioners were in favor.

**6. PLEDGE OF ALLEGIANCE**

**7. ANNOUNCEMENTS** – The Port Commission Secretary announced the following:

- A. Announcement of Prohibition of Sound Producing Electronic Devices during the Meeting: Please be advised that the ringing of and use of cell phones, pagers and similar sound-producing electronic devices are prohibited at this meeting. Please be advised that the Chair may order the removal from the meeting room of any person(s) responsible for the ringing of or use of a cell phone, pager, or other similar sound-producing electronic device.
- B. Announcement of Time Allotment for Public Comments: Please be advised that a member of the public has up to three minutes to make pertinent public comments on each agenda item unless the Port Commission adopts a shorter period on any item.

**8. PUBLIC COMMENT ON ITEMS NOT LISTED ON THE AGENDA**



Alex Walker - San Francisco Beautiful, a civic organization that has existed for more than 60 years in San Francisco, first founded to save the cable cars when they were under threat of being dismantled. I'm here today to talk about an issue that's coming up on the August meeting agenda on the proposed MOU between the Port Commission and the America's Cup Organizing Committee regarding the Pilot Donor Recognition Program at Piers 27 to 29. San Francisco Beautiful has always stood with citizens of San Francisco against the commercialization of public space in San Francisco, fighting to make sure we keep our unique urban environment, our unique sense of place in San Francisco. For example, there had been previous possibilities of the Golden Gate Bridge working on a proud sponsor's scheme, as it were that was promptly scuttled. In New York City, there is Barclays subway station named for the banking organization. It's also the stadium nearby. There are examples such as Idaho's Taco Bell Arena, Coors Field and the embarrassment of Houston's Enron Field. Making sure that while this may not be quite to that extent, we want to say that putting names on these structures that are gracing our waterfront through the years to come isn't the way to raise the funds that we need to make sure that this race is financially solvent. We feel that it's akin to holding a bake sale that is not quite worth the funds raised to plug the hole that's going on. We think there's other ways to do it without continuing the commercialization of public space. We fear this might be a precedent that would set more of a slippery slope. I came today to register our initial thoughts on that. We read about it in the paper and then saw it on the agenda for next month. We'll be back next month to completely present our case, but wanted to make an initial statement of our opposition to emblazoning buildings with naming rights.

## 9. EXECUTIVE

### A. Executive Director's Report

Monique Moyer - Earlier today, Commissioner Adams commented that as a port, what we want to be is a place where you can take your family out at the waterfront. We have seen that nonstop since summer began. This summer, we started off with the opening of the Jefferson Street public realm. Then the new parklets have been opening. Then we had the BART strike, the Fourth of July, the kickoff of the 34<sup>th</sup> America's Cup and Louis Vuitton Challenger series. We have the opening of the Brannan Street Wharf coming up. Everything seems to be coming together to make it an incredible summer. It was so gratifying this holiday weekend to see the waterfront filled with people. On the 4<sup>th</sup> of July the weather was brilliant and everybody was out to enjoy it. The waterfront looked a lot like it did on fleet week on that particular Saturday where we had the Giants, the championship game, fleet week, and the America's Cup World Series. On July 4<sup>th</sup>, there were wall-to-wall people from Aquatic Park at least as far as Pier 14 all the way through probably until 10:00 or 11:00 p.m. on both sides of the Embarcadero. It was a fun and unique event.

We've seen over and over again small families headed to the Exploratorium in the early hours and big groups of teenage kids heading in the afternoons. Our restaurants are full. In fact, we're getting a lot of help from the *San Francisco Chronicle* who just this Sunday in their food and wine section launched a series





of profiles on port restaurants which they are doing to help us celebrate our 150<sup>th</sup> anniversary. It's very bright outside this room and we're very excited.

I want to take this opportunity to say a tremendous thank you to the Port Commissioners for all you've done, the difficult decisions you've had to make over the last many years to get us to today and the difficult decisions that are ahead of us. At last we're no longer talking about bringing people to the waterfront. They have arrived. They want to be here.

If you didn't see, my favorite new quote from Pat Kuleto is "It's not about not being at the waterfront. The waterfront is the only place to be." That's my favorite new quote. This is what we've been striving for since long before I arrived at the Port. There are many people in the room today in addition to the commissioners who deserve the credit for that.

We're going to hear more about that from our director of City Planning to talk about what the department of City Planning, the Port, other agencies and the public have been doing for the last decade to get us to today. I hope we can take a short moment and bask in the glory of what a great kickoff this is to our summer. I commend everybody who's worked so hard.

- Port response to BART Strike July 2013

Monique Moyer - I'm not sure how many of our public knows about what our response was to the BART strike. We are not responsible for transportation directly, but we definitely want to support our partners, of whom there are many, when things like this happen. We've worked through these issues a couple of times when there have been changes to BART or changes to the Bay Bridge. It came together fairly well. Thankfully it wasn't sustained longer than three days, and I certainly hope it isn't going to be returning to us in August.

I wanted to let you know that in particular our maritime staff worked with ferry operators and the ferry passengers. They deputized themselves as what we consider to be ambassadors of the ferries in conjunction with WETA, the Water Emergency Transit Authority, who's here today. Nina Rannells, thank you for coming.

Here at the Ferry Building, there are two gates that run four primary lines. Gate B runs the Vallejo and the Tiburon lines, on the other side of Slanted Door. Next to Sinbad's is Gate E, which is where the Oakland and Alameda and Bay Harbor lines run from.

As you can see from this picture, it created a challenge for us. Gate E is over by Sinbad's with the lagoon. The lagoon created a challenge for us in getting people to be able to queue so we had very long lines at all of the gates. They had to fan out into the Embarcadero roadway. This is one of the lines at Gate E. It stretched from along the north side of the lagoon to down the



Embarcadero past Pier 14. You'll notice that is an extremely orderly line. People behaved very well. They made themselves great coffee drinkers while they waited in line, judging by the garbage that we collected the next day for the duration of the strike. For all the intensity of what was happening, we couldn't commend the ferry riders more. This is the line on the other side of the lagoon stretching up towards the building behind us. There was quite a bit going on.

Port staff and the WETA staff became the traffic ambassadors, handing out flyers. Particularly WETA had that hard job at all their other locations, including in the East Bay side, the Oakland side, where the lines were even bigger. They handed out flyers, made announcements, helped passengers find out where they should get their tickets. How long they might need to be waiting and what different things might need to happen.

It felt for us like the average wait time was about 20 minutes except in the real height of the 5:00 to 5:30 hour, in which case the wait time could be as much as 45 minutes. Occasionally people would have to wait for another ferry to arrive, but mostly they were able to get on the ferry that came. We were staffing out there from about 3:45 in the afternoon till 8:00 p.m. and trying to help out our colleagues at WETA as well as our ferry operators. We found that the passengers were appreciative of our efforts. We got a lot of kudos and thanks and smiles. We tried to help out as best we could. Bay Crossings, which sells tickets, was fairly overwhelmed.

The primary lesson learned for us is we want the downtown ferry terminal project to hurry up because we need to get that lagoon filled in so we have a place to stage going forward. We're going to have a presentation on that project coming up in the early fall, so we'll tell you more about that.

I'd like to close on this topic by saying thank you to the port staff in particular led by John Davey, Aaron Golbus, Anita Yao, Sidonie Sansom, Peter Daily, Denise Turner, Tom Carter and the maintenance folks. It was a huge group effort and they prepared for it well and took it upon themselves to be out there. I appreciate all the great volunteerism for lack of a better word that they did night after night.

I want to thank our ferry operator partners, Blue & Gold, Red & White, Golden Gate Ferry. Of course, the Water Emergency Transit Authority and our partners at Bay Crossings and MTC for all coming together to make this happen.

Nina Rannells, Executive Director of the Water Emergency Transportation Authority San Francisco Bay Ferry- Ditto what Monique just said. Thank you to your wonderful staff and for having such a fabulous facility here in downtown San Francisco for us to operate our ferries to and to move people in and out of the city.



There absolutely was an incredible amount of activity down here if you weren't here to see it. We carried approximately 75,000 passengers in and out of here during the BART strike, which is over three times our normal amount of people. In terms of landings, on a typical day there'd be about 30 landings from our service, and it was about 77 per day during the strike.

People were moving both ways. Our ferry service tends to be commute oriented, so they're mostly people into San Francisco in the morning and out in the evening, but what we saw during the strike was just an incredible amount of people moving in both directions, in particular between San Francisco and Oakland. There was just a huge demand both ways all day.

We carried commuters. We carried tourists. We carried families. We carried service animals, wheelchairs, etc. We carried anybody and everybody that needed to move across the Bay during the strike.

Ferries are important to the Bay Area. They keep people moving. They're important to the economy. We saw what ferries can do during the BART strike. It's why my agency exists. We're excited to be here and your partner in moving people here to San Francisco.

I want to thank Blue & Gold, our service operator. Carolyn is here to speak with you next. Their staff stepped up during a very busy tourist week, Fourth of July week, and just provided unending service.

Just to give you a sense, we were running 12 vessels effectively all day, 10 of our own. We borrowed one from Blue & Gold and we also borrowed one from Golden Gate to be able to move the number of people who needed to move.

We will be coming to you at a future meeting and talking with you about all of the work that we're doing here with the Port to look at where we can provide additional ferry services in the future and to talk about the project that we're working collectively with you on to expand the berthing capacity in San Francisco. We definitely saw during the strike the need to have more gates and more ability to move people.

Carolyn Horgan, President of Blue & Gold - I want to also thank the Port for everything they did. John Davey's staff did a wonderful job of lining people up. Having people going to four different locations on four different routes from one gate is pretty phenomenal. As Nina mentioned, we were carrying a number of people that went to Oakland. One of the boats from Blue & Gold is called the Bay Monarch and it holds 780 people.

We would load up 780 people going to Oakland and then the Golden Gate boat would come in and they could load 400. We'd just clear out the dock, and then turn around ten minutes later and it was all filling up again. It was pretty incredible.



I am the president of Blue & Gold Fleet. Blue & Gold is the contractor for the Water Emergency Transportation Authority. We operate, maintain, and crew the WETA vessels for the four routes they operate in the Bay Area.

It was great to see everyone work together, our staff, the Port staff, as well as WETA staff. Our administrative staff as well as our union crews and ticketing people worked long hours, some on their days off willingly to make sure we'd be successful.

The emergency makes me think of more emergencies, things in the future. Nina mentioned other places to operate out of at the Ferry Building. Also Pier 41 has a 10,000 gallon fuel tank that was valuable in this emergency because we could fuel boats consistently. We didn't have to worry about trucks coming in. We took fuel in the middle of the night so we could just keep operating. We have four slips down there that in an emergency if the Port, for some reason, seismic even or whatever couldn't operate out of here. That would be an option. We need to look at all those options.

Monique Moyer - Commissioners and members of the public and everyone else, thank you for all of the cooperation that went on to help support this effort and get us back to our roots of being able to rely on the water when all else fails. That was really wonderful. My thanks to Nina and Carolyn for coming today and, again, the Port staff for all that they got done.

- Restoration of the Crab Wheel, Fisherman's Wharf Iconic Symbol

Monique Moyer - I'm very pleased to talk about the crab wheel at Fisherman's Wharf which we all know as the iconic symbol of Fisherman's Wharf. It has been somewhat silently decaying over time. The Fisherman's Wharf Community Benefit District had the thought that they would like to replace it. It was something that was a little bit more durable, but keep it as it's always been in its iconic format. The Fisherman's Wharf Community Benefit District has been focused on a series of neighborhood improvements and beautification, which we all know well as the Jefferson Street public realm, but then also now this great new crab wheel.

The crab wheel is a little bit more environmentally friendly as well in that it is now using LED lighting. It's a near identical replica of the original crab wheel sign. It was completed by a company named Arrow Signs. It is constructed out of aluminum to avoid rust and other more durable materials. The new LED lighting is being donated by General Electric, which is terrific. We're really pleased about that.

I want to thank the community benefit district for coming forward with the project. The project was funded jointly by the Fisherman's Wharf Community Benefit District, the Port of San Francisco, and the Fisherman's Wharf Merchants Association. It's a great example of the collaboration that is going on in Fisherman's Wharf since the CBD was founded in 2005. The crab





wheel got placed up on July 3, 2013 just in time for the hordes of people that descended on Fisherman's Wharf on July 4<sup>th</sup> and 5<sup>th</sup>. It was well done and my kudos to all of those groups.

- Design concept for the America's Cup temporary parklets, at Piers 9-15 marginal wharf and Pier 24½

Monique Moyer - Equally exciting is the launching of the little parklets along the waterfront. As you may recall, those were a function of our America's Cup permits. They're kind of cool. They went up beginning July 1, 2013. They have been designed in partnership with the Exploratorium and Rebar Design Group.

Steve Dennerich from Exploratorium and Blaine Merker from Rebar Design Group are here with us. Thank you, gentlemen, for coming and kudos to you. These are amazing. I won't do them justice in explaining them nearly the way you can.

You may have noticed the parklet at Pier 24½, so it's sitting just a little bit south of the fireboat in that little alcove. It was designed in part because that's a place where people like to hang out, take pictures, watch the vessels going under the bridge, watch the Bay Bridge lights and other things. The designers have designed the parklet at Pier 24½ to accommodate these uses and to encourage people to be in them.

There's a second one in between Pier 9 and Pier 15 where the Exploratorium is. You may have noticed it. It has a distinctive cement coloring; it's a blue kind of color. It has these great different features where people can move their seats around and play with it. We've seen skateboarders on it already, but we've also seen lots of families.

What's interesting about it is that, as you probably know if you've visited the new Exploratorium, they're very interested in how people come together socially in a public setting. This plays to that. You have people who don't know each other showing up to hang out at this parklet. Maybe they're waiting for friends to come to the Exploratorium. Maybe they're just looking for something to do along the waterfront. They're interacting with each other.

The parklet at Piers 9 to 15 on the marginal wharf is about 6500 square feet. It's a bit bigger than the one at Pier 24½, which is about a tenth of that size. So far, they have been incredibly popular.

Our permit with BCDC runs through the end of the summer through September 2013, but Diane and others are already in conversations with BCDC about possibly leaving them up a little bit longer. They weren't designed with materials to stay up in perpetuity, but we are hoping they can survive long enough to stay up a little bit longer if there's enough public demand for it. We will keep you posted on that.



Thank you to Steve Blaine and Diane and many others for their great work on this. I'm happy to report we are in compliance with our BCDC permit.

- Brannan Street Wharf Ribbon Cutting Ceremony – July 17, 2013 at 10:30 a.m. at The Embarcadero Promenade between Pier 30-32 and Pier 38 at Brannan Street

Monique Moyer - We are going to be at long last cutting the ribbon on the new Brannan Street Wharf next Wednesday, July 17, 2013 at 10:30 a.m. I hope many of you can join us. You're going to hear a presentation later about the completion of the Brannan Street Wharf and what it's all going to be like.

Renee Martin has quite the ribbon cutting ceremony planned. I do hope that you can come. It should be a lot of fun. It's looking beautiful down there.

- Commendation for Linda Battaglia, Executive Secretary II, on her retirement

Monique Moyer - Linda Battaglia has decided that she is going to retire, which I still can't really get my mind around it. Linda joined the Port as an executive secretary in April 2000, but she's been with the city since May of 1993 where she joined as a clerk typist in the juvenile probation department. Two very unique departments to work with and happily has spent the bulk of her 20 years with the city here at the Port of San Francisco.

Linda has the great ability at welcoming people into our facilities at Pier 1 and along the waterfront. She has helped us with innumerable numbers of events over the years. We couldn't get along without her, so that's going to be fascinating how we're going to do so going forward. Most recently, she's been stationed at the Pier 40 harbor to help us out there and I hear she's very popular already with the slip owners, possibly some of the neighbors.

Linda, it's been wonderful to work with you. You've always volunteered to staff the front desk or to staff the front of the steps for a gala or anything else like that. You've been a terrific ambassador for the Port. People love talking to you and they're going to be calling and asking about you, so please leave a forwarding phone number or address for all of your many admirers, including your Port friends. We hope to see you back here very often.

President Woo Ho - On behalf of the Port staff and the Commission, we'd like to give you a commendation.

Elaine Forbes, Deputy Director of Finance and Administration - I had the extreme privilege to work with Linda. Since I arrived at the Port, she served as my executive secretary. Executive Director Moyer has already expressed that Linda has an incredibly contagiously warm personality and makes friends and can work with absolutely anyone. She never, ever said no to an assignment.



Everything I could think of, Linda was always enthusiastic to do, which is why when South Beach Harbor came our way and we knew we had fee increases and a wait list to do and insurance changes, we asked Linda if she would be willing to go down there. Like every other assignment, she jumped right in and handled it exceptionally. She's a very kind person. She's always made everyone feel very welcome at the Port and makes it a fun place to work. I will very much miss her laughter, her stories, and just having a comrade at the organization.

One story for me that really speaks to many of Linda's very fine qualities is last summer we had a young woman who was part of a domestic dispute and had been injured. She was very upset and Linda was staffing the front desk. Our security team was contacting the police department. We were looking for a room for this woman. Some time elapsed and I went back to the front. Linda had taken her under her arm and brought in, sat her down, and completely diffused the situation and had calmed the young woman down. No one asked Linda to step up, but that's exactly the kind of person she is. We'll miss you very much.

James Walter, South Beach Harbor Master - I can't add enough to what these two ladies have said about Linda. Though I've worked with her a short time, she's been just amazing. If there was any situation over a period of time to continually put her amazing ability to interact on a personal level with people it was South Beach when we had rule, policy, and financial changes and some of it a little technical with the insurance requirement changes. There are 700 boaters who do not want to deal with this who just want to go out on their boat and have a good time.

She is just amazingly patient. She has the clarity to explain over and over. She has the patience. We so appreciate her coming down as we have had with all of the Port staff. They have just been enormous help to us in a difficult time. We were sort of orphaned unannounced by this redevelopment agency. It's been wonderful to have that kind of support. Linda's every bit a big part of it. Thank you very much.

John Davey, Maritime Division- Linda has an infectious smile. Linda really helped out the maritime department. As Elaine said, no job was too complex or too disdainful for her to take on. One of those unspoken ones but really important to me was she's the maestro of the cell phones. When your cell phone got broken or maybe took a walk in the water, Linda was always there to sort it out and get back in your hands as quickly as possible. I know that at least she's saved my bacon and cell phone. Thank you very much, Linda, and good luck.

Linda Battaglia - I've enjoyed all of my 13 years at the Port and all of you I'm going to miss. The only thing I'm not going to miss is that terrible commute. I will miss all the activity and all the wonderful things that are happening. I will be sure to follow you and come to see all of you again. Thank you so much.



- In Memoriam - John Bickle, Port Maintenance Ironworker

Monique Moyer - I have one more item that came up after we posted the agenda. On July 4th we lost one of our Port employees, John Bickle, who is the gentleman shown in the top picture on the far left and again down below. John joined the Port in April 1999 and he retired due to illness in February. He subsequently passed away on July 4, 2013.

John was an iron worker for the Port. Before coming to the Port, he was a graduate of the John O'Connell School of Technology, something known as the Boilermakers. He spent about 15 years working for Cookson Rolling Door Company as a shop iron worker in San Francisco, and then he came to the Port. He became known for his expertise with steel rolling doors. We have an amazing amount of rolling doors, many of which are a little stubborn and cranky. He's known for his ornamental ironwork and rigging.

Most amazingly, he's worked at the Port for a very long time, injury free. The ironworker job is a very tough one, as you can imagine. Physically it takes a toll on your body. He apparently had his aches and pains, but he came to work every day and never complained.

They liked to tease him, as you might notice in the picture, about always being very clean and being one of the guys that managed to not be quite as greasy on his clothes as some of the others. He was into all kinds of sports. He did a lot of coaching. He enjoyed hot rods and machinery.

In addition to his Port family, he leaves behind his wife and his two sons, John Junior who is 22, and Mark, who is 13. With your permission, I'd like to add his name to our adjournment list. He will be sorely missed at the Port.

You can see him in the lower picture preparing an area at Pier 14 in the driving rain. We had an incident there and he kept coming back to make sure that nobody got hurt. You'll notice that he's not only clean but despite the rain he's wearing his jacket open. That was just the kind of that John was. Nothing was too tough for him.

He was just a treasure to work with. It's been a very sad moment for the Port in what has otherwise been a pretty glorious summer to date. We're going to adjourn the meeting in honor and memory of Supervisor Willie Kennedy as well.

Commissioner Katz - In keeping with adjourning in memory of Supervisor Willie Kennedy, I, as I imagine many others here, had the great fortune of getting to know a true San Francisco icon. She embodied what it meant to commit oneself to a life of public service. She was first appointed to the Board of Supervisors by then Mayor Dianne Feinstein and reelected three times citywide, which is no mean feat. After that, she resigned due to term limits. She actually left a little bit early in 1996, and I was the beneficiary of





her early resignation and took her seat where she served as a mentor for me. She continued to demonstrate a commitment to the city on so many different levels, be it in transportation, in service for youth, in service for her community, in economic development. Before her passage, she was at a ribbon cutting ceremony just last week on a project that she was involved in. I think, she embodies what is the best in all of San Franciscans and that's making a difference in the lives around them and continuing to do that. She will be sorely missed as a friend, a mentor, and really someone 'special here in San Francisco.

Commissioner Brandon - I also had the benefit of knowing Supervisor Kennedy, who was just an amazing woman who left a long legacy of public service and community empowerment in San Francisco and the greater Bay Area. She was such a wonderful person. Anyone that knew her or met her knows that she was a true leader, role model, mentor, and friend to so many people, young and old. She will truly be missed.

Monique Moyer - Mayor Edwin Lee has asked the city to fly flags at half-mast this Friday. The Port will be doing that in honor and memory of Supervisor Kennedy.

Commissioner Brandon - I would like to thank Mayor Lee for reappointing me to a fifth term here on the commission. I truly believe that this is the best agency in the city with the most wonderful staff. I want to thank my fellow commissioners for their support along with Director Moyer, who showed up at my confirmation hearing which for the first time in 15 years, it was a breeze. Thank you and I look forward to working with everyone for the next four years.

Monique Moyer - Thank you for saying yes.

Commissioner Katz – After listening to everyone today, I want to add that, I know I say this and no offense to the planning department folks sitting out here, but I think the Port staff really is, and I've said this many times, amongst the best in the city. Listening today you really do get that sense from the retirement of an exemplary employee to all of our employees stepping up during the BART strike and going that extra step. I want to say extra mile, no pun intended. Just going that extra level and to Director Moyer and all that she has done. As we talked about what's happening on the waterfront and so many people coming here, I think it's a tribute to our director and our staff to the incredible work that you all do. I wanted to thank you all once again and reiterate what I say behind your backs, that you really are the best staff in the city.

Commissioner Woo Ho - Today we have two presentations. One from the Planning Department and the other from the Municipal Transportation Agency just to set the tone. As you all know, we have so much going on at



the Port such as the America's Cup, The Exploratorium, all the developments, Mission Rock, Pier 70.

Today there's sort of a theme. I don't know that Monique necessarily thought about this particular meeting, but she knows that we were interested, that we do want to step back and sometimes strategically think about what we're doing here at the Port. To that end, that's why we're having these two presentations today.

One from the planning department to emphasize how we're working in concert with the rest of the city in terms of the activities and because the waterfront is, sort as I always say, on fire. You heard about the BART strike. That's great information as far as giving input to Peter Albert and all the planning that we want to do going down the road in terms of improving and increasing the transportation facilities, not only on emergencies, but on a regular basis. I think it's very apropos that we have these presentations today. We, at the commission, are very excited to hear from the other departments of the city how they can work with the Port.

B. Informational presentation by the San Francisco Planning Department regarding interagency coordination with the Port of San Francisco for waterfront planning and urban design.

Diane Oshima, Assistant Deputy Director - It gives me great pleasure to be able to provide some introductory remarks about waterfront planning and how it is very ingrained and a part of a larger city strategy. Congratulations, Commissioner Brandon because you're our veteran member who can actually remember all of the work that the Port Commissions have done to set up the waterfront so that we're able to enjoy the kinds of developments that we're seeing today.

For the rest of the Commissioners who weren't here, hopefully the staff report that we've provided to you provides some important historical context for the building blocks of how the Port has evolved over time, how it started as the main economic engine for the city and actually drove a lot of what happened in terms of the development of San Francisco as a city and how it affected the planning and the land use of the development of the city in its early days and how in the last 40 years or so, we see the swing and the changing of the face of the city, the changes in technology that have affected maritime industry and the traditional uses that created the Port that gave rise to planning and new development and policy objectives that were born of the city to start looking at the waterfront differently as a place for people.

The staff report talks about how the city upland has changed and how its relationship with the waterfront has changed. With the takedown of the Embarcadero freeway and the creation of the whole Embarcadero transportation projects and the promenade and the light rail system, we had a new palette on our hands that gave rise to the development of the Waterfront Land Use Plan



which Commissioner Brandon was here to watch and witness in its early days. The community based work that went into creating the Waterfront Land Use Plan. It is the master plan for the Port of San Francisco 7.5 mile waterfront. It lays out what are the acceptable land uses on all of the different Port properties on a zoning like basis. It also includes the waterfront design and access element, which sets out those public amenities that true public waterfronts have that give identity and purpose to the waterfront, the public trust responsibilities of the Port Commission is appointed to uphold, and its connections with the city.

The Waterfront Land Use Plan was a very dedicated endeavor. Maritime industries, all 11 of them along the waterfront, are priorities as required by San Franciscans in the Waterfront Land Use Plan. Yet there was recognition that there were surplus properties that could be put to better public use.

The Waterfront Plan's objective has been all about how do we make improvements to those properties that reunite San Francisco with its waterfront. How does it relate with the districts and the neighborhoods that are upland? How do we draw people to the shores? Where do we create open spaces along its stretch that are connected and start to create an identity and a system that draws people north to south, and as we're now really focusing a lot of energies in the southern waterfront.

It gave rise to the Waterfront Land Use Plan by an advisory committee created by the Port Commission, the Board of Supervisors, and the Mayor. The Port Commission at the time adopted that Plan without amendment. They basically took what the people had recommended.

Also in that process, we were working very closely with the planning department staff and the BCDC as well because they too had plans that talked about commercial and recreational use of the waterfront that needed to be updated once the Waterfront Land Use Plan was approved by the Port Commission. That has been the most recent chapter of our history of having this very integral dovetailed relationship with BCDC, the Planning Department, and the State Lands Commission on integrating the public trust, the city's objectives and BCDC's objectives into a balanced palette that allows our development projects to meet a number of different, sometimes competing, public objectives.

We have amended the city's general plan, the planning code, the zoning map to create this very seamless transition that we're trying to achieve. We have an integrated design advisory committee of appointees from the planning department, the mayor's office, and the Port so that all the Port development projects are reviewed so that they balance and achieve the objectives from a city as well Port perspective.

We also have integrated that design review process with BCDC's design review process, so we also balance out what BCDC's needs are under their law. The open space system, the historic districts that have been created along that way have created an urban design context that defines what happens along a public



waterfront such as ours here in San Francisco. It also has informed the opportunities for further upland planning that the planning department has done for the adjacent neighborhoods and the industrial areas in the southern waterfront.

John Rahaim, Director of the City's Planning Department, is going to give you an overview of what those planning efforts have been, how it takes its cue from the Port, and how it has given us cues for some of the major development projects that we now have before us.

It's emblematic of the fact that we have MTA and the planning department here along with OEWD as signifying the larger city family effort that waterfront projects now entail so that we really have a very multidisciplinary approach to meeting a lot of different objectives in our projects.

After that, Peter Albert will make a presentation on how transportation planning is being integrated into this. Then Dan Hodapp will give you the overview on that open space system and how it is an important organizing spine for the waterfront.

John Rahaim - I'm very pleased to be here to give you an overview of our work together with the Port and BCDC staffs, with other city agencies, MTA, OEWD, to assure you that we are working in concert to implement a tremendous amount of planning that has already been done on the waterfront and in the adjacent neighborhoods for over 20 years. The purpose of today's presentation is to review some of the history of waterfront planning, how our current work with your staff is carrying out that planning, and what we'll be doing over the next few years to further implement the goals of waterfront planning.

I wanted to start by taking a very big step back and looking very quickly and briefly at the region. As you may know, the planning department, with other city agencies, has been working with our partners at the Association of Bay Area Government (ABAG), and MTC on what is called the sustainable community strategy for the entire region. That strategy is a requirement of Senate Bill 375, which requires every region in the state to develop what is essentially a combined land use and transportation plan for the entire region.

The goal of SB375 is primarily to reduce greenhouse gas emissions by reducing driving time and distances and bring housing and work spaces and recreation spaces closer together. To do this work, ABAG has projected regional growth in housing and jobs, and then allocated that growth to each county in the region, each of the nine counties that touches the Bay.

The numbers are pretty staggering. Their projection is in rough numbers that the region will grow by over a 1.5 million people over the next 25 years. While we in San Francisco are accepting about 15 percent of that growth, we are being asked to accept about 15 percent of that growth, those numbers are still pretty high. In very rough numbers, we are being asked to accept 200,000 new





residents and 200,000 new jobs over the next 25 years. That translates into about 100,000 housing units and several million square feet of new commercial development. What's interesting to me is that even though those numbers are high, we are only, as the central focus of this region, being asked to accept about 15 percent of that growth.

The intent of the regional plan is to focus that growth in what are called priority development areas. Primarily, those are areas along the transit corridors in the region and the areas of the region shown on this map in orange that are focused on the transit corridors.

As you see, and the reason I bring this up today and I think it's important to this discussion, is that a good part of the city's development growth will happen on the eastern part of the city along the waterfront and near the waterfront in exactly those areas that we are in planning with you all on to accommodate some of that growth.

The Port's development sites represent an important part of this puzzle in allowing us to accommodate some of this regional growth that's coming into San Francisco. The region is expected to accept about 700,000 households. That's about a 1.5 million people; over a million jobs. The city, as you can see, is accepting about 100,000 new households and about 200,000 new jobs.

Part of my job as planning director is to figure out how this will happen and where it will happen. That is why it's important to look at all these large development sites and figure out how to best make that work for the city.

The city of San Francisco contains about 12 percent of the population and 12 percent of the regional jobs. I find that as a relatively recent newcomer to the city, about five years ago, to be a surprisingly low number given our position in the region.

In fact, if I could digress for a moment. The interesting thing on the job side is that there has been virtually no job growth in the city in terms of total number of jobs for nearly 40 years. The jobs that have been created in the downtown and some of the institutional areas, the hospitals and universities, have essentially, in terms of sheer numbers, replaced the jobs that used to be on the waterfront, used to be in the Hunter's Point shipyard, used to be in other areas. There's simply been a shift within the city of those jobs for a very long time.

In the last five years, in fact this started before the recession, we're finally seeing an absolute growth in the number of jobs in the city for the first time in almost 40 years. That to me is a pretty interesting story to tell in itself.

I wanted to focus today on the waterfront plan and the adjacent neighborhood plans that we've been working on in concert with Port staff and with other city agencies. There has been some suggestions in recent months that the city does



not have an overall vision for the waterfront or that our current work is being done in a kind of piecemeal fashion.

I believe quite the opposite is true. Some of that concern is related to the fact that the Waterfront Land Use Plan that Diane talked about is 15 years old. In planning terms, that is not very long. We spend a lot of time implementing plans that are quite older than that. In fact, just as a point of comparison, the downtown plan was adopted in 1985. It is nearly 30 years old. We spend an awful lot of time and a lot of energy making sure that what we're doing in our downtown is consistent with that plan to this day.

In fact, the subplan that we just adopted around the Transbay Terminal was actually called for in the 1985 downtown plan. We took great pains to make sure that that plan was consistent with the overall intent and the policies and the recommendations of the 1985 plan.

As a 15-year-old plan, I believe quite strongly that our job is to continue to implement that plan. As planning director, I think it's important for us to maintain the integrity of those plans and to honor the work of all of the people that have been involved in those plans, from the city's agencies to the commissions involved and to the thousands of members of the public who were involved in creating those plans.

I believe strongly that plan is a very valid plan. It's a plan that is very directive on how we should develop the waterfront and we should continue to implement it as we are today. I won't go into details on the tenets of the plan. You know that it creates and it defines the area of the waterfront, the five subareas. I show these slides only to give you a sense that it is in fact quite detailed. There are detailed recommendations for each of these sub-districts of the waterfront.

It also has the urban design and access element, which is about the quality of the design of the waterfront, the access to the waterfront, the pedestrian walkways, the Blue Greenway on the waterfront. All of those elements come together to form a truly important plan that give us the direction for the future of the waterfront.

I'd like to review what we've been doing adjacent to that waterfront plan in the more recent history. The Waterfront Plan, as you know, was adopted in 1997. Prior to that, I want to point out that the collaboration between the planning department and the Port staff goes back long before that. There was a strong collaboration on the creation of the waterfront plan under my predecessor, Dean Macris. When I arrived five years ago, one of the first things I did was sit on the jury that selected the development team that recommended to you the development team for Seawall Lot 337. There has been a very close collaboration for many years between the two agencies.



Starting right around the time that the Waterfront Plan was adopted in 1997, the planning department, in cooperation with the Port and many other agencies, took on a series of neighborhood plans on the eastern side of the city.

While we were preparing these plans, the redevelopment agency was also in the process of developing plans for Mission Bay, which was done about the same time as the waterfront plan, Trans Bay, and of course the largest of them all is the Hunter's Point shipyard plan. All of these are adjacent to or directly on the waterfront.

One of the important points to make is that the work that we've done with these plans and the work of the waterfront land use plan is essentially a continuation of the same work, that these plans are really combined. The notion of all of this planning work, besides accommodating the growth was to address how they become a seamless part of the same city that extends from the uplands into the waterfront.

One of the things that I'm very proud of in my tenure here is that we have, since I arrived not five years ago, five neighborhood plans and three major redevelopment plans. I can't take credit for starting all these plans, but I can take credit for helping to bring them to completion.

They lay out where the growth should and should not be accommodated. We were very clear that we wanted to protect some of our industrial areas, including some of the Port lands. We're also very clear that growth had to help pay for growth. Part of the planning effort was to establish appropriate fees that pay for impacts, such as open space, transportation fees, street improvements, etc.

All of that was part and parcel of the work in these planning areas, which include eastern neighborhoods, which includes four neighborhoods: The Mission district, Potrero Hill, what we call the central waterfront or Dogpatch, and also parts of south of Market, the Western SoMa plan. Some of these nine area plans were a little bit off the waterfront, but for the most part the largest of these and the areas where most of the growth will happen are adjacent to the eastern waterfront.

In all cases, the plans focused attention on connection to the water and the consistency with the Waterfront Land Use Plan. The Port was at the table in all these planning efforts. We felt it was very important that our planning work was consistent with the policies and the direction of the Waterfront Land Use Plan.

It's very important to make a point that it's not just about connecting to the waterfront, but it's about extending the neighborhoods to the waterfront. That was a very important element of both the Waterfront Land Use Plan and these neighborhood plans that it was about creating a seamless neighborhood, if you will, or a seamless series of neighborhoods from the uplands to the edge of the water.



What we're trying to show here is how all of those plans kind of overlap and come together in exactly those parts of the waterfront that we are planning right now namely the Piers 30 and 32 and Seawall Lot 330, Pier 70, and Seawall Lot 337. All those are in plans that have been adopted in recent years, are covered by the Waterfront Land Use Plan, and the work that we're doing today is about implementing those plans that have been worked on for the better part of the last 20 years.

I also wanted to mention the work that the Port has done with the planning department and other agencies on design and access issues on the waterfront. As Diane mentioned, the waterfront plan has the waterfront design and access element. I understand that there are other presentations that are going to be happening on that as well. The Blue Greenway is one of the most important elements of that because it creates a continuous multi-mile public access system through the entire southeast waterfront from Mission Bay through Hunter's Point and, of course, extends the San Francisco Bay Trail through the city. It is another way of many of connecting us to the larger region.

Other public realm activities that we have worked on with your staff include Jefferson Street, the first phase of which was just unveiled. We're very proud of that. We think that's a great model for how we could do this kind of work in other parts of the city.

We have an entire team now devoted just to this type of work. It's called the city design team within the planning department. They're focused exclusively on improvements to the public realm, to the streets, the parklet program that you heard about really grew out of that group, our pavement to parks program.

One of the things I'm fond of telling people is that our streets represent 25 percent of the land area of the city. That is more than all of the city's parks combined. The basic goal of that program is to look differently about how we design and use our streets and recognize that they represent great public spaces in our city and can be much better, in fact, than they are today.

I wanted to go over just what we have worked with your staff about the lessons learned in this process and what we are doing today to further carry out this work. Most of these are summary statements of what's in your memo, and I won't go over them in detail, but just to tell you that one of the things that's absolutely essential and I think the city has learned some lessons over the years on this point is that public engagement isn't just something you do once and walk away. Public engagement is something you do continuously through a process.

We also understand and I think the work that you've done on the waterfront exemplifies this, is that the public expects design excellence on the waterfront, especially on the waterfront. The major tenants and development partners expect and we should expect from them a fair public process.





We've learned that consultation with the appropriate agencies, BCDC and State Lands in particular is key. That consultation needs to happen early. We've learned that pier projects need to promote both and this is very clearly called out on the Waterfront Land Use Plan -- promote both maritime use and public access where possible. Pier 70 is perhaps the absolute best example of that where we're able to do both.

As Monique pointed out earlier, there has been an incredible attention paid to the Embarcadero with great results in many of the activities that you've seen in recent months and years. The interesting thing that we've learned in terms of actual land use planning is that the right mix of uses and excellent urban design does in fact do what I talked about earlier, which is connect the neighborhoods to the water in a seamless way. All of these were called out in principle in the plan, in the neighborhood plans, in the Waterfront Land Use Plan. The work we're doing today is about implementing those.

I want to point out that urban waterfronts around the country and the world are being reimagined. Many great cities around the world are doing exactly what we're doing today. There's some amazingly creative work going on out there right now.

The Port's continued support of the many different types of maritime industries also plays a major role in helping the city maintain a multifaceted economic base. There's an interesting question. We struggled when we did the eastern neighborhoods planning work because much of that work was focused on the areas of the city that had been zoned for industrial uses. We were really tossed around a lot, to be frank, from both sides of that argument, from those who believed that there was no need for industrial land in the city and we should rezone all of it to allow for a mixed use development and those who felt we should not rezone any of it and that we should maintain the entire industrial land base in the city.

We ended up rezoning about half of it. I guess we made everyone unhappy. From what I learned in this work is that if everyone is unhappy with our product, we must have done the right thing. But the point of that is that we are now facing an interesting situation where this is an increasing demand for small industrial businesses in this city. We are working with SF Made to find new industrial land, industrial space in the city, which nobody would have imagined ten years ago but there is in fact a growing demand for it.

We had the lowest percentage of industrially zoned land of any major city in America. It's less than seven percent of the city's land. It's important in terms of allowing for lower level of property values for those uses to be maintained.

The Port plays a huge part in that. The work at Pier 70, maintaining the maritime uses that are there, is a very important component of maintaining a diverse economic base for the city and providing a place for the small industrial



businesses that otherwise have nowhere to go or they would go miles outside of the city to do what they need to do.

It is also true that waterfront access is a key component. One of the wonderful things about the San Francisco waterfront is that it combines both of those things - mixed use development, industrial and maritime activity, and public access. It's not just about wiping the slate clean and starting all over again.

The Waterfront Land Use Plan has provided a blueprint for expanding the shoreline open space system. It has integrated locations for transit oriented development and helped us accept regional growth in a very smart way.

Now we are working on key sites to further implement this planning work. What's perhaps unusual and causing some of the consternation out there is that there are so many large sites in play at the same time. It's incumbent upon us as Port staff and planning staff to make sure that those developments continue to implement all of this planning work that we've done and making sure that the seamless connections between the waterfront and the neighborhoods are happening.

In all of the cases, these sites carry out the goals of the plan for robust access to the water, for a diverse mix of land uses, for protecting maritime industry, for extending the neighborhoods to the water, and for preserving the historical legacy of much of what is on the waterfront.

It's also important to point out that since the rehab of Pier 1 and the Ferry Building and the listing of the Embarcadero historic district on the National Register of Historic Places, the Port has made very important strides in rehabilitating its historic resources. The Waterfront Land Use Plan, the Design and Access Element, the BDCD Special Area Plan together provide a framework for additional rehab efforts that we are all working on as the Port continues to think about the future of the finger piers and in the context of sea level rise and the uses that could finance rehabilitation of those piers. You know way better than I do the challenges you have in recognizing these historic properties and making sure that they have a viable economic use to go along.

We are working with the developers of these important sites and your staff and other city agencies on implementing the policies and plans and recommendations of the waterfront plan and the other neighborhood plans that I mentioned. To meet the goals of these plans, we are being asked to consider changes to zoning, which include looking at height limits, looking at some density requirements. We are looking at those very carefully.

It's understandable that these requests are coming forward because the cost of developing these sites are more clear now than they've ever been as the developers have gotten into understanding what the real costs are.



As I pointed out earlier, these sites are large. They accommodate a huge amount of growth. They play an important part in accommodating some of that regional growth that I talked about earlier. It's important that we look at these in that context as well.

We're looking at analyzing these proposals that are in front of us right now. We are working closely with your staff and the developers. I dare say that our work on these projects far precedes what we normally do on developing projects of this size. Our normal protocol, because of the sheer number of projects that the department reviews, is simply to start working on a project when an application comes in the door.

These large projects haven't even formally applied for approvals yet. We have been working with your staff for nearly two years on all of them, recognizing how important they are and making sure that all of these goals of these planning efforts are carried out through these plans. We have gotten involved very early on in the planning and development of these sites, far earlier than we normally would in our normal development process.

In all cases, it's important that it has been very clear that the goal of these plans and these developments is to maintain and enhance and to carry out the goals of the waterfront plan, the adjacent neighborhood plans in the larger economic and demographic goals of this city.

I want to thank you all for the time, and particularly thanking you for the excellent collaboration that we have with the Port. The relationship that we have with the Port staff on all levels is extraordinary. It is almost like working with one staff. There's a tremendous amount of mutual respect that extends from the director level all the way down to the staff levels. It is almost a combined work plan that we have been trying to implement for many years. I appreciate that. I appreciate the support of the director and all of you in making this happen.

Commissioner Woo Ho - I would like to thank Planning Director John Rahaim for coming today. This is something that's been very comprehensive. Many of the things coming from the Port are transactions and sometimes that leaves the impression that we're just dealing with individual projects and they're not connected and there is no vision and there's no strategy.

You certainly have assured us we're aware that all these plans are being worked in close coordination. The fact that you came here today and took the time that there is something that is integrated, that's coordinated, and that you're connecting the dots. We at the commission get the big picture as well as figure out how the transactions fit into the map and the portfolio of what we see on the waterfront.

That's very important while we're in the fray of fighting all the day-to-day battles and there are many of them right now, that it's good to know that everything



does add up. It's been many years of work and effort and vision and that there are also great working relationships with all the agencies which we appreciate.

You get that sense that we've had a very positive meeting so far today in terms of the executive director's report and the commendations that we've given. I think that's very important. I want to say thank you. I know you're a very busy man, so we appreciate that you took the time to come today to do this for us and to put this in perspective. We have two other presentations that are going to add to the fabric of what we're looking at today.

Commissioner Katz - Ditto. I also want to thank you for coming and for highlighting the collaborative nature of the two departments. That really does serve the city well and demonstrates how we can end up much better off. Thank you for coming and for working on all these various projects.

I appreciate your pointing out too being mindful of the impact that some of our plans do have. As you pointed out in not losing all of the industrial zoning by taking a moment in time and to think about the impact of what we're doing for future generations. I know that's something we're all very mindful of.

You mentioned the High Line and you probably haven't heard my repeated can't quite say rant, but it's one of my favorite projects that we're really working on because I think it's going to have an impact on making and keeping the waterfront accessible and drawing people, again, down to it. Did I call it the High Line? I meant the Blue Greenway.

I would love to see if we could make it look a bit more like the High Line in the sense that it becomes a destination in and of itself. To the extent that you and your staff have any additional thoughts on how we could achieve that in a fiscally prudent and possible way, we would certainly welcome that. It's an opportunity for us to connect this whole waterfront by having something uniform in terms of signage and parklets and other things along the way there in the open space. I think that really creates a great opportunity for all of us. I want to highlight that once again.

Your presentation has pointed out too with all the growth that's really happening on this side of the city that this is where the face of San Francisco will be changing for generations to come. We all need to be mindful of that impact on our city and be thoughtful about how we do it. I appreciate all of your work with us on that.

John Rahaim - Thank you very much.

Commissioner Adams - I really appreciated your presentation. I also liked the fact that you said how the planning commission and the Port, how the two staffs and the top guys work together. Something that you said that a lot of these things you didn't start, but you said something I thought was really unique. You said, "I know how to get it done." So I'm going to call you - the closer.





Another thing that you said that really made a lot of sense to me, you said something that I really thought a lot about. I'm sure people did too. You said there was a shift of jobs going from one area to the other, but one thing that I really liked. They stayed here in the city. In most cities, jobs are being sent overseas. You said the shift just went from one area to the other. I appreciated the fact that you monitor that and just watching how that was happening. Thank you.

John Rahaim - Thank you. I might point out if I might. I grew up in the city of Detroit, which of course is like the polar opposite of what is happening in San Francisco these days. The median price of a house in Detroit right now is \$90,000. The city is going through this extraordinary upheaval and those jobs have largely been lost from the city through other parts of the region or other parts of the country because people weren't paying attention.

I do believe, and I know this is my bias, that Detroit made 80 years of bad planning decisions, which is part of the reason, not the entire reason, of course, why it's in the situation that it is in today. I do think that the years of good planning in San Francisco have made a difference.

Commissioner Murphy - I want to thank you for your presentation. You're definitely a big picture guy. You did say that you have somebody working on that application the minute it comes in the door, meaning the big stuff. I know we're talking about the Port today and the big stuff. But it's still the small stuff which also supplies housing and jobs in San Francisco; it's still taking far too long. I know you've tried very hard to improve the communication and the connection between planning and DBI. You've brought in a new guy recently. I believe that's working out pretty good but you may have to hire more staff. It's important that the small guy, the homeowner and the guy that's doing the vertical/ horizontal addition that he's treated the same way as the big developer that comes to San Francisco. That would be my wish to see that one day. You probably have to hire more staff to get that done.

John Rahaim - I appreciate that concern, commissioner. In fact, we are hiring staff because the current economic conditions in the city, we're seeing a huge number of new applications come in the door. By the end of the year, the department will be the largest it's ever been. Between the beginning of last year and the end of this year, we will have hired 30 new people. We're only able to do that because of the development activity that's going on because those are all paid through our development fees. They're not paid for out of general fund.

We are paying attention. My new director of current planning, Jeff Joslin, is very focused on looking at streamlining the process for small projects because you're right that we tend to get our attention shifted to the larger projects a lot. We're trying to see if we can give the smaller projects that don't require as much total time, get those out the door much quicker.



Commissioner Murphy - They're the projects, the smaller projects, middle sized projects, are the ones that pay the staff. They're self-supporting at DBI. I'd like to see that cranked up a little bit.

John Rahaim - Understood. Thank you.

Commissioner Brandon -Thank you for a wonderful presentation and thank you for paying attention.

Commissioner Adams - One other thing, Director Moyer, it would be nice if we could get John here maybe every six months, at least once a year. I'd like to see you come more often. I've been with this commission a year and I've never seen you before except on TV. I'd like to see you come because it really helps me to understand a little bit more being a new commissioner and the rest of the commissioners who I'm learning from. I'd appreciate if you'd come a little bit more often and sit down with us and talk to us so we can kind of know. I'm more of a hands-on person, so I'd appreciate it.

John Rahaim - I'd be very happy to. I should point out, by the way, that I'm essentially giving the same presentation to the planning commission with your staff. I believe it's scheduled on August 1, 2013. We will be happy to hear from them as well.

Commissioner Woo Ho - That's great. It looks like it will serve many purposes. We certainly were sensitive to the fact that sometimes the general public doesn't know how much coordination and work is going on between all the various agencies and that there is a vision and that there is a bigger plan and it isn't just about transactions.

John Rahaim - Thank you very much.

Commission Secretary Amy Quesada - Commissioners, due to scheduling conflicts, challenges, with your permission, we would like to take two items out of order and those will be heard next. First would be item 11A then 10A and back to 9C, if that's okay.

Commissioner Woo Ho – Yes, proceed.

C. In celebration of the Port's 150<sup>th</sup> anniversary: Informational presentation on the Port's open space system.

Dan Hodapp, Port's Planning and Development Division - We've changed the order of the presentations a little bit. I was kind of hoping this one was going to go first because it would have set a little better, but thank you for your understanding on all these items.

What a wonderful overview we had with our planning director and the message he had and the coordination. I think he even did a little bit of my presentation on



the Port's public open space system. As it's intended to be very comprehensive, I hope to show you a little bit about the Waterfront Land Use Plan and some of the things that have driven in that.

It is my honor today to describe how during the past 15 years the Port has taken a bit over ten percent of its property and grown it into a collection of public spaces that San Francisco visitors and residents are using intensely and coming to love. I will briefly explain how it is being developed, how the Port is paying for it, and then provide a quick tour on your screen showing what the Port has accomplished and what is in the pipeline.

This Commission's adoption of the Waterfront Land use Plan in 1997 provided the Port with the blueprint to become one of the most public waterfronts in the world. The plan identified not only a range of uses for each facility along the Port's 7.5 mile waterfront, but also policies for where and how public spaces should be developed.

Fortunately, I can sum up the primary policies for public space in just a few words - continuity, sequence, and variety. Continuity means create a continuous walkable waterfront along the length of the Port property, bringing the Port into consistency with other city and regional policies, most notably the San Francisco Bay Trail Organization and their effort to create a continuous loop around the Bay.

Sequence means developing a series of major public open spaces at five to seven minute walking intervals along the entire waterfront. Variety means that there will be many types of open spaces and many recreation options. Types of open spaces may include landscaped parks, plazas, piers over the water, and water landings, to name a few.

Another key policy was to locate open spaces and major waterfront destination at streets that connect back into the city's neighborhoods, something you heard very distinctly from our city planning director. Fulfilling the overarching goal of the Waterfront Land Use Plan of reuniting the city with the waterfront.

Open spaces are located adjacent to major development sites to enhance the variability of those projects, such as the planned park in front of the cruise terminal, the Brannan Street Wharf adjacent to the proposed Warriors arena at Pier 30-32, or the proposed Crane Cove Park at Pier 70.

The policies are also helping the Port distribute open spaces equitably along the length of the waterfront. This graphic shows where we regularly find a major public space along the length of the waterfront. You see the ups and downs and the sequence of spaces as you go along. It helps us when we did the plan. It helped understand how much open space should go in what area, how we treat each neighborhood in an equitable manner, how we develop those. It differentiates between what exists and what's coming online. It looks at street space behind and other types of uses as well.



The Port now has about 86 acres of open space, which is about 10 percent of Port property. Plans call for increasing this amount by about 28 acres, or about 30 percent, within the next eight years.

Providing open space at or over the water is expensive as you just heard. Many open space projects include pile supported construction over the water, repairs to the Port's 100-year-old-plus seawall. Public spaces are being built for rising tidal conditions, as described earlier.

The ability of the Port to develop public space is dependent upon public support through general obligation bonds, developer contributions, Port capital, and to a limited extent grant funding. In the past 13 years, the Port has spent or is about to spend \$109 million on public spaces. The Port has been able to do this due to the support of San Francisco voters through the approval of two general obligation bond measures in 2008 for \$33 million and in 2012 for \$35 million. In addition to these bonds, since 2000 the Port has committed about \$41 million of public funds, which include revenues and grants.

The Port is also assuming the maintenance and liability responsibility of many of these new open spaces. To hold costs down, the Port spends more upfront to build sturdy projects to best withstand our maritime environment and hopefully requires less day-to-day care.

What are some of the spaces? The first one that comes to mind is this continuity. The Embarcadero Promenade that is probably the most developed piece of our continuity. A very popular public place, but also meets our maritime uses, whether you're unloading to take passengers on a cruise ship or crossing it with some of our industrial uses and our cargo uses but a very successful and very loved public space within the city at about three miles in length.

Jefferson Street - The public realm project that was just opened a couple of weeks ago in Fisherman's Wharf. It looks very successful. This is a picture from last night. The restaurants are already reporting good business and it's already receiving a lot of praise.

In December 2012, we opened the Pier 43 Promenade. This was another one of the projects funded largely by the 2008 general obligation bond. It was very successful. People can enjoy the best views of Alcatraz from anywhere around. It also features the historic Pier 43 ferry arch.

One that is up and coming that will start construction in November is what's presently known as the northeast wharf plaza in front of the James R. Herman Cruise Terminal, a 2.5 acre addition. This public space will accomplish many things. One, it allows non-cruise passengers to enjoy a cruise experience in the city as cruise ships pull up adjacent to this public space. It also serves as the forecourt to the cruise terminal building. It buffers the necessary transportation related functions of a cruise terminal. We're very much looking forward to





bringing this online. Funding for this comes from that 2012 general obligation bond.

Pier 7 - One of the Port's earlier public spaces developed in the late 1980s. It is very popular. You see it in international travel magazines. It's always an icon in San Francisco.

The plaza in front of the Ferry Building - Another type of public space, a plaza type space. It serves a very civic function. Many events are held there. We also traverse it back and forth on a daily basis.

More public spaces planned for around the cruise terminal. Part of WETA's plans for expansion of the downtown ferry terminal is they will create a public space between the Ferry Building and the Agriculture Building. It would also double as place that would serve the ferry passengers during times like last week during the BART strike when they needed extra queuing space. It helps meet their emergency transportation goals.

Pier 14, which opened seven years ago and was featured in the Chronicle and SF Gate this week as a favorite structure with style, is a 637 foot public access pier. It's been very popular.

Public spaces can also add a vitality of the waterfront through art as we change art out and make the waterfront dynamic, a place that changes on a regular basis. It's not static. Of course, we do that with all the events that go on as well.

Rincon Park opened in about 2004, a two acre public space that we financed through an arrangement with Redevelopment Agency.

Steven Reel gave an update on the Brannan Street Wharf project. South Beach Park was constructed by the Redevelopment Agency that spurred the construction of the whole development of the South Beach area. It features a 700 berth harbor and about a two acre park, including most recently a few years ago the addition of a playground and the China Basin Park just across the channel.

The Blue Greenway starts at China Basin Channel and goes to the southern edge of the city. In the last seven years, the Port led an inter-agency city effort which was initiated by Mayor Gavin Newsom and the Neighborhood Parks Council which is now known as SF Parks Alliance or has become that and SPUR to create the Blue Greenway. It's a new waterfront system.

Like the Embarcadero Promenade, the Blue Greenway will provide an identity and organizing system to expand the waterfront over open spaces in the southern waterfront. Amidst the Port's industrial maritime operations, the Blue Greenway enables the public to view and appreciate the setting and scale of ship repair, barge, and deep vessel operations.



The Blue Greenway also promotes recreational enjoyment from the water, view of the Bay Area water trail. Development of the Bay Area water trails required close attention to the needs of maritime operations and the cooperation of recreational water enthusiasts to maintain navigational safety, water safety.

The China Basin Park is probably the first of those that fits into that description. It was developed in 2000 as part of an arrangement with the San Francisco Giants to help finance it. It would be greatly expanded per the proposed plans for the Mission Rock development and become a very featured open space.

The Port's open spaces stretch back up into Mission Creek. There are water trail access points, as there are at the Pier 52 boat launch, which is a very popular facility. On certain days, the crowds ride up and it serves one of the Port's maritime functions and provides a very valuable recreational opportunity.

Just down from that is Agua Vista Park, which is a nice calm green space. It also has a fishing dock on it. There will be a modest amount of improvements associated with 2012 bond that will bring that park up a notch.

The Pier 70 Crane Cove Park will be the Port's largest and most significant new public space next to the dry dock and adjacent to the other development opportunities within the Pier 70 area. The planning process is underway for that in a very significant way as you've had regular updates. It's a very exciting, very interesting public space.

Going a little further south where there are many hidden gems along the waterfront. One of those is Warm Water Cove at the end of 25<sup>th</sup> Street. A couple of years ago, the Cargo Way bicycle lane opened up, providing a very valuable connection. This is part of the Blue Greenway and also part of the Port's effort to work with the city and our regional partner, Bay Trail, in providing these connections all the way down.

Islais Landing and Islais Creek is another kayak launch facility with the citizen group that helps maintain it. The Bayview Gateway Park will be located at the corner of Illinois, Cargo and Third Streets, and also surrounded by Islais Creek. We've been through the community concept design, and we're in construction drawings now. We hope to begin construction about the first of the year or shortly thereafter and funded by the 2012 GO bond.

Heron's Head Park was park developed in the 1990s and recently expanded with the 2008 bond money to provide a very gracious entry to it.

What we just reviewed is the work of many staff from most departments within the Port. Staffs from our regulatory agencies that work with us in developing these spaces such as BCD, the Bay Trail project of MTC, the Coastal Conservancy, and the vast citizenry who have helped develop the Waterfront Land Use Plan, the concept plans for individual spaces and have assisted the Port in securing funds and we hope will be stewards of so many of these



facilities as well. We could not have done this without the support of all the citizenry.

The demand for more waterfront open space continues to grow, probably exceeding Port resources. The Port's ability to create and expand waterfront open spaces will depend on its ability to generate surplus revenue from operating the Port, developing and leasing property and facilities, and public support.

In conclusion, the Port's open spaces have become a primary reason for visiting the waterfront, have made the Port's major commercial destinations more attractive, and have become a model for other cities in the United States and around the world.

Corinne Woods - I've been engaged in land use, transportation, and open space planning, Port projects open space for way too many years. Dan briefly mentioned the Mission Bay park system along the waterfront, but what he didn't really mention is the fact that this is mostly on Port property.

It's being developed by the Redevelopment Agency as part of the Mission Bay plan, but the waterfront parks will ultimately revert to the Port as South Beach has. It's part of that continuous stretch of open spaces. The Bayfront Park isn't built yet, but it will be. The Port has put in a lot of money to do the Bay edge on that property.

The Pier 52 boat launch ramp is the only public boat launch in the city and county of San Francisco. Thanks to Monique. We have a kayak launch ramp up in Mission Creek. The Bay Area Water Trail is a really important part of the Blue Greenway. The blue is the water. The green is the land. It's a project that the Port has been incredibly wonderful about.

Taking the lead on, David Beaupre has spent many meetings, with his daughter a lot of times, as he has on the eastern neighborhoods planning. The Port, the Planning Department, the Redevelopment Agency have all worked together on all of these projects. That's why we're where we are now. Getting the bond money in 2008 and 2012 definitely helped a lot, but it has been a combined effort, an effort of more than one agency, a lot of different people, and we're very grateful for having this. We will get to the southern waterfront.

Maureen Gaffney, San Francisco Bay Trail project - As you're aware, the Bay Trail is a planned 500 mile path around the entire San Francisco Bay for hiking and biking and also serves as an alternative transportation corridor. 330 miles are complete.

You may have heard recently about the Bay Trail trekker, your own city's own Kurt Schwabe, who walked the entirety of the existing Bay Trail in 30 days from June 1st to June 30th, starting and finishing here at the Ferry Building. If you'd



like to check out his very cool blog, we have a link to it on our home page at [www.baytrail.org](http://www.baytrail.org).

We also have a new set of Bay Trail maps that are very cool. I'm going to work with David to get each of the commissioners a set of those maps because we're really proud of them and they're flying off the shelves ever since Kurt did his walk because we got a lot of press on that. We're really excited about that.

I just wanted to provide a few comments and a few compliments on the Port's open space efforts over the past couple of years. As noted in the staff's presentation, Port lands from Fisherman's Wharf to India Basin are part of the regional San Francisco Bay Trail system. We have partnered with the Port to varying degrees on most every open space project on the waterfront, whether providing Coastal Conservancy Bay Trail grant funds for the Illinois Street Bridge, Cargo Way, Pier 14, Pier 43, Fisherman's Wharf, or by speaking in support of projects that we did not fund but nonetheless adore, such as Illinois Street bike lanes, the new path at Agua Vista Park, Brannan Street Wharf, Crane Cove Park, and many others. Efforts on the Blue Greenway, the southern waterfront's segment of the Bay Trail and water trail continue apace and we look forward to seeing continued progress.

As the Bay Trail inches towards eventual completion, the remaining gaps are inevitably the most difficult to close, the west span of the Bay Bridge, Highway 37, Richmond Bridge, and the Chevron to name but a few. Partnerships with various entities around the Bay will be more important than ever as the low hanging fruit is picked. We have no doubt the Port is committed to completing their parts of the Bay and water trails. We are grateful for this relationship.

Matt O'Grady, Executive Director of the San Francisco Parks Alliance - We are the independent partner to the entire city for all things having to do with parks, recreation, and open space. I want to stress with you that the Parks Alliance shares a very strong partnership with the Port on multiple levels. I wanted to draw to your attention two key components of that partnership, all of these aimed at supporting the Port's mission for public access and recreation as appropriate and best uses of our waterfront.

The first, of course, is policy in nature regarding the 2012 clean and safe neighborhood parks bond. As you may well know, the Parks Alliance contributed significantly to the design of that bond measure and then was a leading co-sponsor and the leading funder of the campaign that secured passage of that bond last November. President Woo Ho, it was an honor to work with you and thank you again for your leadership on that very successful campaign. Sorry, Dan, it was only \$34.5 million in bond funding that went to the Port for those projects. Of course, the biggest of these is \$10 million allocated for the renovation of Pier 70.

The other key partnership that we have that includes the Port as you've heard from many speakers is the Blue Greenway. Everybody loves the Blue Greenway





and for very good reason. It's an incredible opportunity that has involved a partnership of a dizzying array of government agencies and private entities. I've been in this job now for almost two years and I still can't get them all. Local, state, and regional, and now federal agencies involved in turning that vision into a reality. It is a huge win for San Francisco that is playing out.

I'd like to mention a couple of key points about the Blue Greenway. Immediately south of the southern end of the Port's jurisdiction when we get to the next parts, south of the city, there are a couple of the last remaining parcels of privately owned waterfront in San Francisco with the exception of PG&E properties. The Parks Alliance is currently collaborating very closely with the Recreation and Parks Department and with the other agencies to pursue public acquisition of those parcels that are needed to be able to complete the entire vision for the Blue Greenway. Keep your fingers crossed. We're working on that.

I also wanted to mention that the Parks Alliance has enjoyed a very strong partnership with the Port that we look forward to continuing. It's been an honor and a pleasure working with people like David Beaupre and Dan Hodapp in pursuing the Blue Greenway and the other projects that are transforming the city's southern waterfront as well as the entire Port jurisdiction. We thank you for your leadership and for your efforts and look forward to continuing this progress.

Commissioner Katz - Once again I want to thank you, Dan, and all the others. This is one of the things that will make our waterfront that much more special. Corinne, thank you for all the work you've put in on this; clearly a labor of love. A highlight to how important it is to have members of the public and interested parties come and support projects and pay attention to that because that's really what makes things turn out so successful, as I think you've actually heard in several other presentations earlier. Corinne has probably participated on every citizen's advisory committee that we've talked about today. It is very exciting and this is really what is going to draw people to our waterfront.

I want to highlight once again Sue Hestor's point earlier. It is important to recognize the impact of climate change and the sea level rising, and note how we have accounted for that and to the extent when we are presenting, it might be helpful to point out to the public because it is a good opportunity to reiterate that climate change is here and that we do recognize it and take it seriously. It will have a significant impact on all of us and that has been taken into account in our planning efforts. I wanted to thank everybody and look forward to seeing more and more of it.

Commissioner Woo Ho - I just want to mention we've had a lot of big picture presentations today and this was another very important component because sometimes we talk about a lot of the big projects that are going on and people don't remember that we are very balanced in terms of how we want to look about this.



Open space is very important. Dan mentioned that we have 10 percent and hopefully will go up to 30 percent in terms of the overall picture of what we need. I loved your three words in terms of continuity, sequence, and variety. I think that's great. I'm going to adapt that in some of the vocabulary I use going forward because we hear that on some of the other projects. People think that we are just reacting to a lot of requests for development.

They don't know that there's a very conscious plan to keep the open access. We're very fortunate in this city compared to some of the other cities in this country that we do have so much. It's programmed open access. It's beautiful access. It is variety. We're proactive about it. We're not reacting to it. It's something that today we just wanted to remind everybody, including ourselves, that this actually is a very conscious effort.

I want to applaud everybody on Port staff in terms of bringing this back to our attention and to also make sure that it's in the public mind that this is an important part of what we do here. All the other things that we're doing which we get a lot of attention, notoriety, that this is a very important part of what we're trying to provide the public and that it is something we work on. It's been planned. It's not something that is happenstance. It's not by accident. I think that's very important. I want to thank you all, again, for the effort to give us this big picture again.

## 10. ENGINEERING

- A. Informational presentation on the Brannan Street Wharf public open space project, located along The Embarcadero Promenade between Piers 30-32 and Pier 38 at Brannan Street.

Dan Hodapp, Port's Planning and Development Division - It is my pleasure to present the Brannan Street Wharf public open space project. I will provide a bit of project history, describe features of the project, and then Steven Reel, the Port's project engineer will speak about how construction is proceeding with only eight days to go before ribbon cutting.

The Brannan Street Wharf located on the Embarcadero Promenade between Piers 30-32 and 38 will be a new 57,000 square foot public space over the water and parallel to the Embarcadero Promenade. The Wharf replaces Piers 34 and 36 and will be a new public space defining the center of the South Beach neighborhood.

In 2000, BCDC, while working with the Port amended the San Francisco Waterfront Special Area Plan. Changes made to this plan and then the Port's Waterfront Land Use Plan removed the longstanding 50 percent fill replacement rule which effectively prevented the redevelopment of many of the Port's historic piers and sheds. With adoption of these documents, projects such as Pier 1, Piers 1½ to 5 and the Exploratorium were able to move forward.



With that plan, the Port agreed to construct two significant public spaces along the northern waterfront, the northeast wharf plaza, which is the new public space that will begin construction in November in the area in front of the James R. Herman Cruise Terminal at Pier 27 and the Brannan Street Wharf.

The Special Area Plan describes both of these public spaces in detail by dimension size, allowable uses, and in 2000 the Port agreed to construct these spaces within about a 20-year period.

To design the Brannan Street Wharf, the Port began in 2001 working with BCDC staff and a 23-member citizens advisory committee. The Port conducted seven citizen advisory committee meetings and three public workshops. The concept design was reviewed at joint meetings of BCDC's design review board and the city's waterfront design advisory committee three times, concluding with a concept design on December 9, 2002 with the Port Commission approval on August 12, 2003. In 2009, a refined concept design was again reviewed at the public design review meetings and the commission.

Brannan Street Wharf will be a new wharf open space connected to and running parallel the Embarcadero Promenade at the edge of Pier 30-32 and extending for about 840 feet through the area of Pier 36 up to and almost to Pier 38. The wharf includes several major components that originated in the public design process and then became part of the BCDC permit, including a neighborhood green which consists of a 400-foot-long wedge shaped lawn, a waterside walkway with seating and shade structure, an active interpretive feature that illustrates the current height of the tide in the Bay.

The design remembers its San Francisco waterfront history by taking on the shape of Pier 36 in its original location along the south edge of the project by an inlay of rail track and through interpretive exhibits. The wharf is designed mostly flat with the lawn contained in a raised planter of about 18 inches in height and surrounded by a seat wall.

The openness of the site is intended to orient the wharf both towards the Bay and back towards the Embarcadero Promenade and neighborhood.

The whole project addresses sea level rise by a very substantial 840 section of the waterfront by gently tilting up from the Embarcadero Promenade. It picks up about one foot at its north end and about two feet at its south end while still allowing Bay views. It also has a concrete curb on its outside edge which adds another foot over that. We pick up two to three feet of sea level rise protection on this section. It doesn't address the neighboring piers, but it does pick up a very substantial section, something you see us doing on all the other public space projects we're doing as well. It also helps project the adjacent businesses across the street, protecting those commercial interests.

The wharf includes a 52-foot long interpretive exhibit featuring the history and importance of this site to the maritime shipping, Chinese immigration, and labor



struggles. Their interpretive exhibit was developed through the work of three volunteer committees whose members have extensive experience in these topics.

Brannan Street Wharf is intended to be a simple, fun, and sustainable project. Its design is democratic in that it supports unscripted activity in an open environment. It is playful in subtle ways, which I hope you'll see at the opening next week. It is sustainable in its construction and design and the way it was put together and the way materials were sourced.

Steven Reel, Project Manager - I'm privileged to have worked on this very exciting civic project. This is a \$26 million project. It includes \$7 million for demolition of the condemned Pier 36, which is a massive reinforced concrete pier and shed structure. Demolition of 900 lineal feet of bulkhead wharf and a \$19 million project to construct a new 57,000 square foot state-of-the-art public open space wharf, replacing 9000 square feet of Embarcadero Promenade, strengthening 200 lineal feet of seawall, and modifying another 700 lineal feet.

Funding for the project are: \$18.5 million in Port funds, \$4.7 million in federal funds through the 2007 Water Resources and Development Act, \$2.9 million for the 2008 Clean and Safe Neighborhood Parks Bond and \$100,000 from a California Coastal Conservancy grant.

The project delivery method we chose is the traditional design, bid, build. We have two distinct projects for bidding and construction, the demolition project and the construction project. We started final design in early 2009. We selected Winzler & Kelly and Structus Joint Venture after a competitive RFP. The Port engineering division served as the project architect. Wendy Proctor, Port's architect, did a fantastic job and Alan Gin also served with her.

Complications that we encountered: A section of the seawall was compromised with stability. A section of the Embarcadero Promenade was supported by a failing structure. There was seismic vulnerability of the entire rock dike waterfront where we expect several feet of lateral spreading in major earthquakes that's spreading in towards the Bay but we overcame those hurdles in design. We ended up with a project that has a 75-year design life. It's all new construction. We looked at reusing existing piles and deck from Pier 36 but we couldn't do it.

Performance based seismic design: This goes beyond the code. We look at damage control in smaller earthquakes, repairable damage in fairly major earthquakes. We still protect life safety in the big shakers. We have seismic instrumentation on the wharf. This is the first wharf in San Francisco with this. We have accelerometers on the deck in select piles and on the seawall. After an earthquake, this information will be transmitted to the California Strong Motion Instrumentation Program for research and will also help us identify any damage to the wharf.





As Dan mentioned, we responded to sea level rise by tilting the wharf up several feet gently toward the Bay, adding the bull rail. With the 75-year design life, we do expect that by the end of 75 years, we will start to get some flooding in the area. We've designed the structure to withstand those loads. We have the lawn that's raised up.

I hope you had a chance to get out there and take a look at some of the construction. This has been an incredible construction project. It's right on the waterfront. We've kept it all open.

This is Pier 36. We started demolition back in March 2012. This is Scott Zaccor. His company took it down. They did an amazing job. I've never seen a demolition project quite like this. Huge cracking jaws. They did it working from the deck, pulling up the caissons. We expected it was a five to six month project. They did it in three, which really helped us out on the schedule. He's a happy man.

Dutra Construction came in and started driving piles in July 2012. It was all done from the water and all right along the Embarcadero Promenade. We have steel piles that we used close to the shoreline, concrete piles outboard. That's a \$20,000 pile, that concrete pile or the steel pile. The concrete pile is a \$10,000 pile. We have 260 piles in total that we drove.

The crews just had a great time out there. It's a spectacular place to be. If you walked along the waterfront like this guy, you could watch pile driving if you held your ears. They're right there. We had no accidents at all.

You can see it's starting to come together. Then the America's Cup started to happen at Piers 30-32. The boats were right in the water right next to us. Again, it was just a lot of fun, a fun place to be.

You can see the outline coming together, the wharf construction. How do you pour all the concrete over the water? You fly in false work. Support it on the piles. This is some of the false work going in. We actually have \$1.4 million worth of false work on this job.

A lot of people said are you building a timber wharf? We are not building a timber wharf. This is all just to hold the weight of the wet concrete. Here's the rebar. That goes in next. We've got \$1.8 million worth of reinforced steel. That's what a modern reinforced wharf looks like. A bird can't get out. We also had rock revetment protection that we placed over 200 lineal feet of shoreline. It got its first test in the winter waves. This is from underneath looking at some of the false work. Here's some of our completed deck, a nice, smooth, flat plate concrete deck.

We worked through the herring season. The fishermen were all around us. The sea lions and seals were all around us. We had a couple of massive concrete pours in the evening where we worked all night. This was 1200 cubic yards of



concrete that was placed. We had a truck show up every three minutes all night long. We had no complaints from the neighbors. Everyone seemed pretty excited to see it happen.

We got to see the Bay Bridge lights tested out. It was just quite a sight to see on the waterfront. Most of the waterfront was built between 1900 and 1920, 1930. Here we are doing it again.

We had a section where we had to close down the Embarcadero Promenade. We had this hardship, so we worked around the clock to get that done in only three weeks. We knocked it down.

Finally to the topside. We've got the seat walls, which are cast-in-place concrete. We've got finished concrete. Waterproofing within the planter area. Soil making its way in. This is a special lava rock soil mix. We have a very shallow planted area, so it has to drain very well. It's an engineered soil mix.

Some of the completed architectural concrete work. It look like farming out there for a little while. The shade structure being flown in and attached. The America's Cup boats are back. More concrete. Lots of concrete.

Coconut. This is a coconut mixture that got placed on the top of the soil. A shot from the water. It's all coming together. Some of the last of the architectural concrete. There goes the grass. This is what it's looking like today. There's actually quite a bit more work to do before Wednesday, so we'll be working around the clock, but it's looking fantastic out there.

We are meeting our local business enterprise requirements on the job. For construction we had a nine percent goal, which is low because it's marine work but we're up at 14 percent. We also have the 20 percent local hire for construction contracts. We're at about 25 percent overall. Some of the trades are low. They've worked to improve that, but actually we could not hire local for some of that. It's working out well. We're seeing good local participation in this project.

Commissioner Brandon - Thank you for a wonderful presentation. I can't wait for the groundbreaking next week. Thank you for meeting and exceeding the LBE goals. Did this project come in within budget?

Steven Reel - This project is within budget. I say that kind of tongue-in-cheek because there is a component, a float component that was envisioned as part of the project. We included it, we designed it and included it as an alternate in the bid. We did not have the money to add the float into the project. We figured we did not have the money to do it, so it was expected but it has been removed from the project. Otherwise, we are on budget. The demolition portion came in with very few changes. This construction project, we are still under our 10 percent contingency. I do not anticipate coming back to the commission to ask for more money. It's quite a success.



Commissioner Woo Ho - We're all very excited and can't wait to go out to the opening next week, so thank you very much. This kind of also rounds out a little bit of some of the things that we heard earlier in terms of the plans that we've had. This is one that's getting executed right now.

## 11. PLANNING AND DEVELOPMENT

### A. Informational presentation by San Francisco Municipal Transportation Agency on Waterfront Transportation Assessment.

Peter Albert, Municipal Transportation Authority - I've been before this Commission already a couple of times in the last six months presenting what we're doing on this waterfront transportation assessment. What I'd like to do today is highlight a major milestone that we're reaching. I'd like to call this the beginning of the conversation that we want to have this summer. It's very much related to what Director Rahaim has shown with the planning department.

As you know, the waterfront assessment is taking a comprehensive look at transportation along the waterfront. When I came to you before, I talked to you about the boundaries of what we're trying to do. I have a change I want to highlight. We're not talking about a limited part of the waterfront anymore. We're looking at the waterfront all the way from Crissy Field down to the Hunter's Point shipyard. It's because of so much community feedback we've already had on what it is to do some waterfront planning that we decided to make sure that we include Fisherman's Wharf. We include what's happening well beyond the boundaries of our first focus area, which was just around the Exploratorium at the north because that's how transportation works. Transportation is a network that goes well beyond the boundaries of a particular development area.

The other major highlight, is how much simpler we're trying to describe what we're doing because it's been more confusing for a lot of people when we talk about the waterfront assessment. So we looked at the waterfront assessment in two major ways.

Right now we're launching what we call the goals and strategies part of it. At the end of this summer, that should be a final document. Right now if you go into the OEWD website or the Port website, you'll find the first draft of the waterfront assessment outlining the goals and strategies approach. At the end of the summer, we'll get into solutions analysis, but before I go there I'd like to walk you through what the goals and strategies cover.

The right place to start with transportation planning is understanding what our baseline is. We've talked about what we call the pipeline. It's a lot of what the planning department has given us, information on the major developments that you heard about. It's also the transportation projects we've been working on as well. We've gone through a lot of community workshops and outreach meetings to establish that these projects that are coming online are going to change transportation. We know when they're coming online but we wanted everyone to



understand that the snapshot of what we know today and we're going to be in 5, 10, 15, 20 years is already changing because these major transportation investments and programs are happening.

On the slide there is a thumbnail of some of the major ones you know. The central subway. The Caltrain extension into downtown. Even projects like the high speed rail. Pedestrian and bicycle projects as well.

Being really clear that the pipeline is the good place to start for developing what are the right strategies and goals. In that, of course, was this massive inventory that we've already undertaken. These are just graphics from some of the workshops we had. On the left were the list of all the major land use projects that we knew about from the planning department. On the right in blue were the major transportation projects or the not-so-major ones.

Understanding how important it is not just to recognize them, but to try to line them up so that they're choreographed and coming in when they're needed. You have a big development project and a transportation investment having in concert. The second stage in developing the strategy is the outreach. We've had a number of big workshops specifically around the Warriors project, but also with the Giants project at Mission Rock, the Pier 70 project, SPUR had some workshops. We've actually had individual meetings with community groups, business groups, Fisherman's Wharf CBD just last week. Taking all that input from the community outreach and looking at the pipeline of projects and what we're hearing from the transit agencies, the transportation agencies, the neighbors, the businesses about how things are not working or could work better is the second phase of pulling together this strategy assessment.

The third - Learning from America's Cup. You've seen me before about the America's Cup. We've tried our hand at all kinds of new, innovative, and piloting projects. Some of them have worked really well. Some of them need to be fine-tuned. We don't waste this opportunity to better understand these new ideas and how to move people on the waterfront, especially the visitor demographic.

For us at MTA, that's such a challenging demographic because when they go, they don't write letters to the supervisors or our bosses and complain about the service. They just go back home and they say, wow, you had to wait 45 minutes for a cable car. Well, we're now understanding how important it is to be more responsive and sensitive to visitor needs in large part because of what we've done at the America's Cup.

From the pipeline of what we know about the coming transportation and land use projects, from the community outreach that we're continuing to gather, and from the lessons learned through the America's Cup experience, we are developing an impressive and interesting list of goals and strategies. Goals going back to some of the goals that already exist in the general plan, in the area plans, in the BCDC plan, in the ABAG plan, our own capital program at MTA and our strategic plan. But also the goals that are coming out of the





outreach and where things need to be a little bit more finely focused to serve the waterfront.

We're making sure that we're being multi-modal. This graphic represents volumes and volumes of background information that you can find when you look at the copy of the waterfront assessment. Because I'm just giving this overview, I want to assure you we're looking at much more than transit and parking and traffic. We're looking at people with disabilities and access to paratransit and those kinds of facilities. Looking at cabs. Looking at funding challenges.

I've heard loud and clear that it's one thing to promise great projects. It's another thing to figure out how to fund them. These are some of the strategies that we're talking about.

I want to announce in addition to this document finally being out and this conversation officially starting this summer with a lot of outreach planned between now and September, what the next steps are for wrapping up what we call the goals and strategies phase of the assessment.

We're going to have a big workshop on July 24, 2013 with the subcommittee of the Warriors project and that may be much more than just a presentation. That's a real roll up the sleeves and back and forth on much more detail about the transit projects that have come out of this conversation, the parking, the pedestrian, the traffic, and the bicycle projects. Then also a future meeting where we're going to talk about funding and implementation. We're lining up not just MTA but also BART and WETA and all the transportation providers who have made a big difference in the waterfront to help us brainstorm for clear and certain paths to implementing and funding the projects we need.

Then we're going to have workshops beyond the Warriors. I'm meeting just this week alone with the Giants and I'm meeting again with Pier 70 folks who will be continuing to do their community outreach. We're meeting with a much broader conversation on the waterfront in general, not just focused on those big projects.

I've already met recently with the Fisherman's Wharf CBD. I'm out the end of this week with the Golden Gate Restaurants Association. My second meeting with them but that's understanding that this waterfront is much more than what we often think of the big three.

We have then, with all of the outreach and the continued cooperation we're getting from the planning department and the Port, will wrap up what these strategies and goals look like. If you look at the document, you'll see pages and pages of great new transportation ideas already vetted by the people who have to operate them, already informing the planning department about how the future EIRs might go. Because as John said, getting out ahead of the application has been one of the biggest changes.



We are out ahead of the EIRs, identifying transportation solutions that could very well be the mitigation measures in these projects. It's a more comfortable position for us to identify opportunities well before they are pointed to as necessary mitigation measures.

When we have that draft wrapped up and we have all these great inventory projects vetted by the providers, we start what could be a yearlong project of analyzing these solutions, making sure that they are coordinated with the individual EIRs and doing our own high level modeling of all of this so that we understand how transit, parking, traffic, pedestrians all mesh together in the network.

That's my milestone highlight for where we are. The document is available on the OEWD website at [oewd.org](http://oewd.org) under the Waterfront Development Project for Pier 30-32. Diane Oshima has also kindly hosted the waterfront assessment on hers. It's a much longer document than the amount of time I spent with you today, but I'm sure you would just like to know that it's there. It's the beginning of a conversation. You will see and hear from me throughout the summer.

Sue Hestor - I have been dealing with planning issues since 1970. I've been involved in all the plans that were rattled off by the planning director. I listened really carefully to what Peter Albert and John Rahaim said. John had one little sentence that I'm sure was thrown in because he knows that he should at least mention it i.e. they will do things in the context of sea level rise. It didn't come up at all. Maybe I missed something as it was flashing by for Peter. San Francisco is Republican denialists. You're like the Tea Party. If we were in New York or if we were reading daily the papers in New York and the struggles that they are planning. Right now it's planning process as well as dealing with transportation because they found out they have a planning process and a siting of housing and a transportation system that is susceptible to climate events.

Ours are not going to be the same. We will not have a hurricane. We will have an earthquake and we will have sea level rise. The eastern boundary of the city is all fill. Basically, everything on this is fill. It's also marshes. Marshes are the gigantic area south of Market, gigantic area around China Basin, gigantic area around where I live in Bernal Heights at the bottom of the hill. That is where we have the new housing going. That was where we were planning to have new transportation. Port Commission and Planning Commission, as well as their staffs, should be digging down. We cannot let New York and New Jersey leave us in the dust. We are 3000 miles away and that is what we are doing. There is an incredible amount of denialism about climate change in the extreme right of the Republican Party. I'm sad to see it reflected in the reality of how we're dealing in San Francisco. No one should be saying we are just immune to the sea level rise.

The other problem that I see in this is that we are intending to give over the eastern part of the city to extremely high income housing that is sold to people who don't have to live in the city. It can be their pied-a-terre around the world.



We have no civic consciousness about who we are as a city. Who we are in the city, historically, have been a lot of lower income people and not whoring after people who make \$200,000 a year, which is what we are doing now.

Commissioner Katz - I want to thank Peter for all the planning that goes into this. I know you touched on a lot of the issues that are near and dear to me. You weren't here the last time as I also emphasized I want to ensure that we have improved bicycle safety and opportunity because that will make a significant difference on so much of what we're trying to do. Because it is such a significant issue, I do want to just touch on the idea of climate change because we might not always talk about it here, but I can't begin to count the number of meetings that I've sat in on in planning for projects and other efforts along the waterfront where we've discussed the impact of climate change and how to plan for that and to address that knowing that there will be a sea level rise. Not if, but that there will be a rise in sea level. This is your opportunity if you want to touch on that and address how we have factored that into some of our plans here.

Peter Albert - I want to point out too that my work on the waterfront certainly goes south of what you saw on that map. I've worked very closely with the Hunter's Point shipyard project all the way north to Cargo Way. In a way, that map completes a circuit. My experience on that, and though I'm in transportation, one of the things I understand, whether it was Treasure Island, a project we worked on in Hunter Point's shipyard, or the big projects here is that everybody is anticipating sea level rise and including in the development programs of the bulkhead against sea level rise in these developments themselves; that would be the right strategy for the city. I certainly agree that denial is a big problem in this country. Science shows sea level rise is an inevitability.

Making sure that we're doing the growth, matching the transportation with the land use, matching the infrastructure with the obvious about what's happening has always been the marching orders of the teams I work with. If there's a specific interest in that, I would love to come back with the people who have done the land use and infrastructure development, the PUC especially, on how they're anticipating sea level rise in each of these projects moving forward.

Commissioner Woo Ho - I want to thank Peter for giving us another update on the planning process. Obviously you're showing it dovetails well with what we just heard earlier from John. I'm just wondering because many of us do go on Embarcadero and others. We've experienced some of the larger events. Are we going to be able to walk and chew gum at the same time, meaning can there be some interim improvements because the timeline that you gave us today indicates that we'll have the assessment and then the solutions. The solutions will take another year to analyze. It has to dovetail into the EIR process, so we're talking about quite a while and there are some things that are in the pipeline. But are there other tactical use anything out of the six sigma kaizen type events that we can do that can be sort of walking and chewing gum at the same time so that some of the comments that we do hear from people as they're trying to get



from one end of the waterfront to the other regardless of whether there's America's Cup or not, are there some improvements we could be doing while we're studying and trying to figure out the longer term solutions as some of the projects are coming along in the longer term as well?

Peter Albert - Yes, I would actually point out that you're chewing gum and you're actually being able to blow bubbles while you're chewing the gum because what we're seeing already are the sort of bubbling up of really cool ideas that we're implementing this summer. For instance, what you've seen on the America's Cup, there's already some improvements that we've jumpstarted. I always like to link the America's Cup planning to this waterfront assessment because there is no difference between waterfront transportation for the large event and what we need to do for the long haul. We are using these pilot projects to tell us how to run the E Line service. You'll see the E Line running much more extensively because of these conversations, because of the need for service that runs from Mission Bay all the way to the wharf. You'll see the bicycle lanes being painted green was a brilliant idea. I checked it out this week and people are already using those bike lanes in much bigger numbers and they're no longer on the sidewalk.

Monique Moyer - And they're stopping at the signals. Who knew? That's the best part. People are actually running in them too, which is a little scary to me. They're actually minding the traffic now. I don't know about green that makes them pay attention to red.

Peter Albert - That's bubble being blown in the chewing gum. I'm happy to be joined by my colleagues at MTA who worked really hard evaluating all these pilot projects and making sure we know the difference between something that's a quick fix and where we need to go for the long haul. If you look at the assessment, you'll see about a half dozen projects that are there but for these conversations we've already started. We weren't waiting for 5 , 10 or 15 years. We're already implementing things this summer that weren't even on the radar screen six weeks ago.

Commissioner Woo Ho - We heard earlier about what our reaction to the BART strike was and how we had to gear up the ferries. In terms of specific recommendations that we can do as far as more water transport and where do you think that will come in because this planning involved here in terms of the Port has to prepare some infrastructure in addition to just even tactically adding more ferries, as we heard, in response to the BART strike. I want to make sure that's part of the plan. I don't think it's an east west. The east west we can deal with, but the north south is where I feel that we are lacking at this point.

Peter Albert - I would agree. Is there a question?

Commissioner Woo Ho – No. Hopefully when you come back in a few months we'll be further along to understand some of that. I'm not sure given where you are and where WETA is, where the Port is, how we're coordinating the effort to





make sure that there is a strong water transport plan and strategy in place because everybody owns a little piece of it.

Peter Albert - That coordination with the waterfront transportation, with WETA, with Blue & Gold, with Golden Gate Ferry, that's always been part of the America's Cup response. If you saw how we handled it during the BART strike, there was a lot of leverage we got out of a partnership and coordination that even began a year ago. One of the legacies we're working with is a designation of a special events team at MTA.

Commissioner Woo Ho - I'm not talking about special events. I'm talking about making it as part of the regular transport infrastructure for the Port, not just for games or special events.

Peter Albert - That's correct. What special events has done, it's also being headed up for any time there's an emergency situation and how we learned to ramp up transportation as we need it. It went from being just a special events team to a how do we make sure we supply transit when there's an extraordinary demand. The BART strike was a great example of that because there was a huge need. It wasn't a special event. There was a terrific coordinated response throughout the region. We learned what it takes to sustain a higher level of transit as a regular response rather just as a needed response.

Commissioner Woo Ho - One little thing that I don't know if it's possible, is there any way to coordinate the lights on Embarcadero? That's a tactical thing because a lot of people feel that there's nothing going on. It's on any given day, it's no special event or anything. It's just people are stuck in traffic.

Peter Albert - Director Moyer actually asked me a question about that same thing about two months ago. I believe she got a response from Ricardo Olea pretty quickly about revisiting the signal timing. It was at Folsom, I think.

Monique Moyer - Yes, we've already revisited the timing here in the ferry building area, which has improved the transit time, but it still needs a little bit more work. The question I was asking for you was the signalization as you come south on the Embarcadero to the Bay Bridge, that's all working pretty well but then as you're going up to get on the Bay Bridge, people are sneaking in on the roads in front of you, so you can sit through six signal changes before you might turn. I haven't heard anything more about that other than they were going to look into it, so I'm still waiting to see what they're going to come back with. My understanding and my experience with them is they are definitely working on it and will have something new for us soon I hope. I'm hoping for PCOs all the way down the Embarcadero.

Peter Albert - I'd be happy to make sure that when I come back to you the questions about signal coordination and progress on Director Moyer's request is part of my presentation.



Commissioner Katz - You weren't here the day when one of your colleagues presented some of the plans for transit, particularly in light of the America's Cup and the Louis Vuitton Race and others throughout the summer. One of the issues and concerns I'd raised in addition to ensuring that we have areas for the bicycles, bidirectional, which is my understanding that will be accomplished going forward. What are we doing to ensure better striping or what can be done to ensure a little safer movement from the Caltrain terminal, where we anticipate people will be bringing their bicycles in by train and getting them safely to and along the waterfront? At that time, my understanding was a lot of the lanes wouldn't be starting until Washington Street but it seems like we're missing an opportunity to take advantage of experimenting with the inflow of visitors at that time to improve bicycle safety and transit along that route. I don't know if there's a specific answer for that, but I thought I'd plant that seed and question.

Peter Albert - In the audience with us are Seleta Reynolds and Heath Maddox, both with MTA. They're working on the bigger bicycle project. As a matter of fact, we successfully got a grant to design and engineer what would be that exact facility. The America's Cup experiment isn't really the true test of the potential of that because that requires more substantial changes to the sidewalk. What we are learning, though, from the America's Cup experience is the value of separating the bicycles and pedestrians on the already congested part of the Embarcadero. That's been a big success. I've seen tremendous progress just in the simply painting the bike lanes green. What we expect in September is separated bike facility, as you point out, north of Washington to the vicinity of the Pier 27-29 because that will be where the pedestrian volumes are the thickest. Giving bicycles space outside the sidewalk but not necessarily taking out all the northbound lanes in Embarcadero has been one of the great compromises of last October. We will roll out again this September. The long-term vision to go down to the Caltrain station if I can speak with approval from Seleta is part of the planning study.

Commissioner Woo Ho - Thank you very much for coming today. We look forward to your future updates.

- B. Request approval to enter into a Memorandum of Understanding M-15112 with the San Francisco Municipal Transportation Agency and a Fee Waiver for a 12-month period under a 24-month License to Use Property Number 15684 with Alta Bike Share, the regional bike share program operator for Port waterfront locations for the purpose of operating a Bike Share Pilot Program. (Resolution No. 13-26)

Kanya Dorland, Port Planner - I'm here to request Commission's approval for the proposed bike share stations on Port property and the associated agreements for use of Port property for this program. This same bike share program was presented to the Port Commission in September 2011 as an informational item. Today's presentation on bike share will provide some background on the Bay Area bike share program. Second, provide information on the proposed bike



share stations. Third, lay out the terms for the bike share license with the Port and the agreement between the Port and SFMTA for the bike share program.

The Bay Area bike share program is expected to launch this August with up to 1000 bicycles at a hundred stations in San Francisco and along the peninsula. The Bay Area Air Quality Management District, referred to as BAAQMD, along with the local area transportation agencies will manage this program with a funding award from the Metropolitan Transportation Commission and BAAQMD's own funding.

The goal of the program is to increase the use of public transit to commute by providing shared bicycles at major transportation and job centers to make the last mile of travel on public transit more convenient and more attractive than using a car to commute. If this amenity results in modal shifts, then it should also reduce greenhouse gasses in the area.

This program will enable users to check out a bike share bike at a network of bike share stations to ride to their destinations. The proposed stations on Port property are the Roundhouse Plaza, which is across from Pier 27, the Embarcadero sidewalk bulb-out bordering Seawall Lot 324, which is a surface parking lot across from Piers 9 and 15, the Exploratorium, Harry Bridges Plaza in front of the Ferry Building, the Gap Plaza, which is across from Rincon Park and bordered by Stewart and Howard Streets, the Embarcadero sidewalk at Bryant Street, which is across from Piers 30-32, and the entry to Pier 40.

These locations were selected because they are near job centers and/or a transportation hub and avoid leasable areas and BCDC dedicated public access areas and view corridors. These proposed stations should not interfere with circulation or operations on the waterfront.

As an example, here is an aerial view of the Roundhouse Plaza station. Here is an elevation of what the bike share station would look like at Roundhouse Plaza. Here's another example of the bike share station bordering the surface parking lot on the sidewalk. Here's an aerial view of what it would look like.

For this program, the Port has drafted a license to use property with the selected bike share operator, Alta Bike Share, Inc. The license terms are as follows. The term is for 24 months. The bike share program is funded for the first 12 months and may be extended for another 12 month.

Alta and MTA have requested a fee waiver for the first 12 months of the program because (1) the program is not expected to generate revenue for the first 12 months; (2) it is a pilot program; (3) the proposed stations will not displace any revenue generating use on Port property. Months 13 through 24 of the license term may have a fee based on the performance of the bike share program.

Because there have been concerns raised regarding the impact that bike share could have on area bike rentals, the Port has included a non-compete clause



and a bike share license agreement which explicitly prohibits Alta Bike Share from offering bicycles at a price that competes with the area bike rentals.

The bike share pricing structure is two tiered and it includes a membership fee and a usage fee. The first half hour is free, and every progressive half hour has an increased fee with a maximum daily charge of up to \$150. In comparison, an all-day bike rental ranges from \$14 to \$32 a day. A bike share bike would cost \$55 for just four hours so there's a clear price difference. The proposed pricing is in compliance with the proposed license.

Lessons learned. The same concerns regarding bike share pricing have been raised in other locales with bike shares such as Montreal and the District of Columbia. To address these concerns, these bike share programs have added messaging regarding penalties for longer trips as well as encouraging users to take advantage of bike rentals for all-day trips on their bike share stations and websites.

Montreal's bike share program, which has been in place since 2009, and the District of Columbia's bike share program, which has been in place since 2010, both have this type of warning message on their stations. According to the program managers for these bike share programs, bike share is perceived as a complement to the area's public transit system. The following quotes are examples of the warning messages that will be on the Bay Area's bike share stations. The lesson learned is that promoting bike share bikes for short-term trips rather than all-day trips has helped to allay price competition concerns.

The agreement also includes flexibility and allows station capacity increases or decreases to meet demand for the program as long as these increases are consistent with the Port station location criteria and do not interfere with circulation or existing Port tenant operations. These stations are modular and can be installed and moved without any permanent improvements.

Inter-agency agreement. For this program, the Port and MTA have agreed through a memorandum of understanding that MTA will serve as the main point of contact for the program and will be responsible for any incurred liabilities and damages related to the program not covered by the license.

The program is open this month. You can become a member this month. The website is up. The bike share program is expected to launch in August 2013.

MTA staff Heath Maddox and Seleta Reynolds are here to assist with any questions regarding the bike share program and the mentioned bike and pedestrian programs for the city.

Commissioner Brandon – For the 12 to 24 months, who decides if there will be a fee? If there is a fee, what percentage will go to the Port?





Kanya Dorland - As part of the license, we are going to receive a monthly report on the 25<sup>th</sup> of every month that provides the gross revenue for the city of San Francisco's bike share program and the activity at the stations. We will work with MTA to determine whether the program is actually generating a profit. Generally bike share is subsidized in other places, but it could potentially be successful and generate a profit. The license will allow the Port to impose a fee or a parameter rent fee, whatever's effective at the time, the 13<sup>th</sup> month period that we may impose a fee and a percentage rent on Alta for the bike share stations if the program is demonstrating that it is grossing some amount over expenses.

Commissioner Murphy - Where do you obtain a bike membership and how long will it take to get it?

Kanya Dorland - I can defer to MTA staff, but there is a website up now for the Bay Area bike share program.

Heath Maddox - Regarding memberships for the Bay Area bike share system, annual memberships will be available on the website, which is live now, but memberships will go on sale on July 15, 2013 but there also will be opportunity to purchase a 24 hour membership or a three day membership at the stations themselves. The stations are comprised of a platform and a number of upright docks which are analogous to bicycle racks which hold the bikes. Then there's a solar tower. They are called the kiosk. It's like an ATM. It's a point of sales. You can swipe your credit card and purchase a day membership.

Commissioner Murphy - A credit card will do it?

Heath Maddox - That's correct.

Kanya Dorland - The website is?

Heath Maddox - It is bayareabikeshare.com.

Commissioner Woo Ho - I just had a question. This is targeted against commuters. I think one of the earlier presentations we heard months ago, if you wanted to go from one place to the next, you could drop the bike anywhere as long as there was a station. What happens if somebody picks up a bike and when they get to their destination, there's no place to drop the bike off? It's full. I could see everybody going in one direction in the morning. More bikes and not enough stations to accept the bikes that they're ready to drop off.

Kanya Dorland - The way it was designed is they are on average three blocks from each other, so if you get to a bike station and it's full, there's a map showing you where the other stations are. You would go to the next station.

Commissioner Woo Ho - I guess there's going to have to be some sense of how the patterns and volumes are going to work. Will you have ability to be modular in terms of we need to add more stations over here because it seems like more



people are coming here? That could be very frustrating. You're trying to say I don't want to get charged for more time that I don't need.

Heath Maddox – I think you're anticipating a lot of the challenges of bicycle sharing. What Kanya pointed out was initially the burden is upon the architects of the system, us at the MTA and Alta, to design a system that has density that's sufficient to give people options if things aren't as we would hope they would be, which is there's always a bike or a dock for a bike. Beyond that, the system is set up so that Alta who are doing the operations and maintenance will also be rebalancing bicycles. Part of their maintenance contract, operations contract, is that if there are empty stations, then they need to be moving bikes in there. If they're all full, they'll move bikes away. That does happen. Over time, as the system grows, we can also just provide a greater number of docks so that there's less likely for them to be all filled up.

Another thing which is done in other cities and will be done here as well is that if you arrive at a station and you're at minute 29 of your first free 30 minutes and the station is full, then you can go to the kiosk and it will give you a code which will give you 15 minutes of additional free time to make it to the next station.

Commissioner Woo Ho - I remember reading in New York they also have a bike share program they're about to launch. They had a bit of a debate about whether to require helmets or not. Are we going to do the same as New York where they decided not everybody wants to walk around with somebody else's helmet, so they would waive the helmet requirement?

Heath Maddox - There is no helmet requirement in California for adults. Various different programs in other cities are contemplating the helmet vending machines, some of the cities like King County or the area around Seattle. They actually do require helmets there, and so they're looking at that. There's really no practical way to get around the helmets. There are some pretty difficult sanitation issues around sharing helmets and things like that. We are encouraging helmet use and we are planning to provide helmets to our members for a discount.

Commissioner Adams - I appreciate the presentation and that it's really clear it's a pilot program. Any time there's a pilot program, you learn as you go along. You find out what works and what doesn't work basically. You had some concerns. But in a pilot program, that's kind of how it goes along. You learn as you go along because I don't think nothing's really set in stone. You have a couple problems, but you work through them. You get there. I clearly understand that.

Commissioner Katz - I'm excited about it. I think it's going to be a very worthwhile endeavor. It really lends itself well to the areas that you've carved out. I've seen it successfully done in other cities and I've only been wondering why it took us so long to get here.



Commissioner Woo Ho - There is a motion to approve the resolution that there will be no fee charged. Upon the completion of the pilot program, would that be reviewed and a decision will have to be made whether the Port would charge anything at that point?

Monique Moyer - Yes.

ACTION: Commissioner Brandon moved approval; Commissioner Adams seconded the motion. All of the Commissioners were in favor. Resolution No. 13-26 was approved.

## 12. REAL ESTATE

- A. Request approval of Retail Lease No. L-15255 between the Port of San Francisco and East Street San Francisco, a Limited Liability Company for a term of fifteen (15) years, with one (1) five-year renewal option for the development and the operation of the restaurant site located at 295 Terry Francois Boulevard, subject to the Board of Supervisors' approval. (Resolution No. 13-27)

Jeffrey Bauer, Port's leasing manager - East Street San Francisco has been declared the most qualified. We've come to agreement on a lease. The lease provides for a term of 15 years with one five-year option. At the exercise of the option, there is a market rate adjustment to the minimum rent. The lease provides for an annual increase of three percent. There is a requirement for an investment development in core shell and tenant improvements in the amount of \$2 million. Those are at the sole expense of the tenant. The lease also provides for a rent abatement period which no rent is paid for nine months for the purpose of constructing these improvements and a one-time rent credit of \$380,000 that can be used solely for core and shell improvements.

This lease is subject to the Board of Supervisors' approval. The lease structure is \$10,000 a month or seven percent of gross sales, whichever is greater. They anticipate an initial year sales of about \$2.3-\$2.4 million which translates to the Port of about \$14,000-\$15,000 per month. The investment translates to a net investment of about \$450 a month per square foot, a very good investment.

John and Sarah Cain who are the principals of East Street are in the audience today as are the developers, Premier Structures, Elliott Grimshaw and Paul Osmondson. I appreciate their hanging in with us while we did our due diligence and went through the process. They're still raring to go. I request Commission's approval to seek the Board of Supervisors' approval of the lease.

Commissioner Katz - We've talked about this quite a bit in the past, but I just want to say to the proprietors and everyone involved, thank you for making it such a green project. I think it will be a new beacon on our waterfront in terms of creativity and showing how we can really have sustainable uses for our facility. Thank you for that. I look forward to seeing it and hopefully having the architect garner some of those awards they're looking for the new location.



Commissioner Mel Murphy - For the owners that are putting up the money, congratulations. I wish you a lot of success.

ACTION: Commissioner Brandon moved approval; Commissioner Katz seconded the motion. All of the Commissioners were in favor. Resolution No. 13-27 was approved.

### 13. NEW BUSINESS

Monique Moyer - Commissioners, I have two items from today's meeting. The first came from Commissioner Adams requesting that planning director John Rahaim appear at least once a year if not twice a year. The second coming from Commissioner Katz requesting that as best as possible in our future presentations we highlight what we're doing for climate change. I think you will be naturally hearing more of that, but I thought it was an excellent point.

Commissioner Adams - I have one other thing. I would like Director Moyer and President Woo Ho to meet with the new Director and the new Commission President of the Port of Oakland. I think it's time that the two Ports sat down and talk and find out if there's anything that we have in common that we can work out and then we can go from there. I would appreciate it if Director Moyer and President Woo Ho report back to the commission at a future meeting.

Commissioner Woo Ho - That's a great suggestion and we can certainly go ahead with that.

Monique Moyer - In fact, I'm already scheduled to meet with the new director, but we'll expand it. That's a great suggestion. I don't know if this is a good opportunity, Commissioner Katz, for you to mention your time with Commissioner Colbruno.

Commissioner Katz - For Pride Month we organized the first ever LGBT Port Commissioners and senior staff gathering here and was hosted by the Port of San Francisco. We had close to 15 attendees from around the state. There were some from Los Angeles and Long Beach that couldn't make it up, but we had representatives from the Port of San Diego and quite a strong showing from the Port of Oakland. There were three of us that are commissioners.

Jim Maloney and Amy were both absolutely instrumental in ensuring that we had a phenomenal day and tour of the Port. They left saying I don't know how we're going to top this. The Army Corps of Engineers provided a tour of our waterfront on the water and really showed what we're doing.

We all looked at ways that we might be able to explore having some synergies, including perhaps helping Oakland expand to have an international trade zone like we have set up that would be beneficial for both sides. They have some other areas in Oakland, but it would make sense for the Port, so they were excited about that and got some support from the commissioner designee and staff for that idea.





The Port of San Diego is also looking, particularly in light of our having the America's Cup here and work that they've done. They shared some comments and information. We toured the America's Cup site and also the Exploratorium and are now looking at creating an affinity group now within CAPA as a result of this event and all that was done there. Also a lot of new relationships were forged with the other attendees with the Army Corps of Engineers, so it was a very successful effort to try and bring all of us together and look at what we can do to improve our relationships and activities amongst all the different ports on our seaboard side here.

Monique Moyer - Thank you very much for doing that. CAPA, the California Association of Port Authorities, is actually meeting today and tomorrow. I'll be joining them in Sacramento tomorrow. I think that's on the agenda, the affinity group idea. It's a terrific idea.

#### **14. ADJOURNMENT**

**ACTION:** Commissioner Brandon moved approval to adjourn open session and reconvene in closed session. Commissioner Adams seconded the motion. All of the Commissioners were in favor.

Commissioner Brandon left the meeting at 6:30 p.m.

At 6:30 p.m., the Commission reconvened in closed session.

At 7:30 p.m., the Commission reconvened in open session.

**ACTION:** Commissioner Katz moved approval to adjourn closed session and reconvene in open session. Commissioner Adams seconded the motion. All of the Commissioners were in favor.

**ACTION:** Commissioner Katz moved approval to not disclose any information discussed in closed session. Commissioner Adams seconded the motion. All of the Commissioners were in favor.

**ACTION:** Commissioner Katz moved approval to adjourn the meeting in memory of former San Francisco Board of Supervisor Willie B. Kennedy and John Bickle.

Port Commission President Doreen Woo Ho adjourned the meeting at 7:30 p.m.









